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THE NAVAL GAZETTEER;

O R,

SEAMAN'S COMPLETE GUIDE.

CONTAINING
A FULL AND ACCURATE ACCOUNT,
ALPHABETICALLY ARRANGED,

OF THE SEVERAL

C O A S T S

OF ALL THE

COUNTRIES and ISLANDS in the KNOWN WORLD:

SHEWING THEIR

LATITUDE, LONGITUDE, SOUNDINGS, and STATIONS for ANCHORAGE,

With a particular Description of the several

BAYS,		CURRENTS,		OCEANS,		SANDS,
CAPES,		GULFS,		RACES,		SHOALS,
CHANNELS,		HARBOURS,		RIVERS,		SOUNDS,
COVES,		HAVENS,		ROADS,		STRAITS,
CREEKS,		LAKES,		ROCKS,		TIDES,

VARIAION OF THE COMPASS, &c. &c.

TOGETHER WITH

A particular Relation of the Shape and Appearance at Sea of the several HEADLANDS, ISTHMUSES, PENINSULAS, POINTS, PROMONTORIES, and whatever is of Use or Importance to the MASTER, PILOT, COMMANDER, or SEAMAN of any Ship or Vessel, in navigating the watry Element.

ALSO COMPREHENDING

Ample Directions for sailing into or out of the different PORTS, STRAITS, and HARBOURS of the four Quarters of the World, and for avoiding Dangers on the various and extended Coasts; in which more than Twelve Thousand distinct Names of Places, &c. are treated of and explained.

By the Rev. JOHN MALHAM,

AUTHOR OF NAVIGATION MADE EASY AND FAMILIAR, AND OTHER WORKS
ON NAVAL AFFAIRS.

ILLUSTRATED WITH

A CORRECT SET OF CHARTS,

From the latest and best SURVEYS.

IN TWO VOLUMES.

V O L. II.

L O N D O N :

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THE

NAVAL GAZETTEER;

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K.

IT may not be improper, in the commencement of the articles under this letter of the alphabet, to observe, that many names of places beginning with K before A, O, and U, if not found here, will be met with under the letter C, which has generally a hard sound when it precedes these vowels.

KADHEMA Bay, on the W. coast of the Persian Gulf, is in lat. 28 deg. 16 min. N. and long. 47 deg. 55 min. E.

KAFFA or CAFFA, is a city of considerable trade, which gives name to a strait that passes from the Euxine or Black Sea into the Azoph Sea. It is situated on the S. E. peninsula of Crim Tartary, in the Black Sea, at a considerable distance from the entrance of the strait, which properly begins at Kirtz on the Crim Tartary Coast, and at Toman on the opposite coast. The city of Kaffa lies in 44 deg. 57 min. of N. lat. and 37 deg. 6 min. of E. long. It was anciently called THEODOSIA, and is the largest sea port of the Crimea, having no less than 5000 or 6000 houses, and belongs to the Turks, who took it from the Genoese and Venetians in 1471.

KAFFA Straits, as we have stated, is the sound or channel from the Black Sea into the Palus Mœotis or Sea of Azoph, by means of which those seas have a communication with each other. On account of a very rapid current which sets through it from the Black Sea, at certain times, the strait is on those occasions impassable by any vessels or boats whatever. To pass through the straits into the Sea of Azoph, keep the N. W. part

of a bay on the E. side of the straits on the starboard, and sail up in the N. W. quarter; and then the course will be nearly N. up the straits, keeping in mid-channel. See HADSHILAR and ACRA.

KAGRAHENSКОЙ Island, or KARAGHINSKŌY, off the coast of Asia, in the North Pacific Ocean, is in lat. 58 deg. N. and long. 162 deg. 5 min. E.

KAHOWROWEE, otherwise called TAHOOROWA, is one of the groups of islands known by the name of Sandwich Islands in the North Pacific Ocean, and situated off the S. W. point of Mowee, at the distance of 3 leagues only. It is in lat. 20 deg. 38 min. N. and long. 156 deg. 33 min. W.

Yellan KAILAR Islands, are situated on the coast from the E. point of Kaffa, to Port Hadshilar. See KAFFA Straits.

KAIRIAVACOU Island, one of the islands called Caribbees, in the West Indies, which is about 20 miles in circumference, and contains a large quantity of game; and is in lat. 12 deg. 20 min. N. and long. 61 deg. 10 min. W.

KAITO or KYT, on the N. E. coast of the peninsula of the Crimea, on the W. side of which is a bay, has a cape near it in lat. 44 deg. 10 min. N. and long. 35 deg. 20 min. E. Charax promontory, or Kara Kaya, is E. by N. from it, between which is a broad and spacious quadrangular or square bay.

KALBURNAR River, on the eastern shore of the Azoph Sea, is about 6 or 7 miles to the S. W. from Yassalnicksi Cape, in lat. 46 deg. 44 min. N. and long. 41 deg. E.

KALLAT Bay, is a bay of the Euxine or Black Sea, on the E. coast of Bulgaria, a province of European Turkey,

and S. of Bulham. It is little more than a harbour to the town of its name.

KALMAR. See **CALMAR.** Accounts differ as to the longitude of Calmar, some authorities placing it in 17 deg. 20 min. E. but we put more confidence in the statement under **Cahnar.**

KAMACHIR Island, perhaps a mistake for **KUNACHIR**, is one of the independent islands in the N. E. Pacific Ocean, or a part of the Japanese Islands.

KAMAKURA Island, is a noted island of Japan, though only about 3 miles in circumference, which is situated on the S. coast of the principal island of Nippon. Offenders against the government, if persons of considerable rank, are confined in this island; and the coast is so steep, that it is necessary to raise them into it by cranes.

KAMBAYA. See **CAMBAYA.** We have different accounts of the position of this place, some making it to be in lat. 23 deg. 36 min. N. and long. 72 deg. 45 min. E. which we notice for the caution of our readers, though we have reasons to believe the statement under **Cambaya** to be more correct.

Cape Serdz KAMEN, in the northern frozen ocean, on the coast of Asia, and to the N. W. from **Beering's Straits**, between **East Cape** on the coast of Asia, and **Cape Prince of Wales** on the coast of **America.** It is in lat. 67 deg. 3 min. N. and long. 171 deg. 49 min. W.

KAMEY Island is the southernmost of two small islands which lie close together at the distance of 10 leagues to the S. E. from the **Tuskar Rock** near the S. E. part of **Ireland.** They are both covered at high water, especially at spring tides. The northernmost is called **Scakum.** Sometimes they are called by the general name of the **Smalls.** They are nearly due W. from **St. Bride's Bay** on the coast of **Wales**, being only 4 leagues distant from **Grasholm**; between which it is very dangerous to venture, as there is a ledge of rocks about midway which comes dry at low water, and the tide is very rapid. There is a light-house on one of these islands.

KAMCHATKA or **KAMTSCHATKA**, is a peninsula of the E. coast of Asia, extending from 52 deg. to 61 deg. of N. lat. and the long. of its southern extremity is 156 deg. 45 min. E. The isthmus, which joins it to the continent on the N. lies between the gulf of **Olntorsh**

and **Penshink**, **Cape Lopatka** being the southern point. It is in form somewhat like an oval, being narrowest at each end. On the N. it is bounded by the country of the **Koriacks**; on the S. and E. is the N. Pacific Ocean; and on the W. is the sea of **Okotsk.** It is almost equally divided from N. to S. by a chain of high mountains, from which several rivers have their rise, and make their course into the North Pacific Ocean and the sea of **Okotsk.** What is called the **Upper Kamtschatka** is in lat. 54 deg. 48 min. N. and long. 157 deg. 20 min. E. and the **Lower Kamtschatka** is in lat. 56 deg. 11 min. N. and long. 159 deg. 20 min. E.

KAMCHATKA Sea, is a large branch of the oriental or North Pacific Ocean, which forms a great gulf at the eastern part of the Russian Empire in Asia, and receives its name from the peninsula so called. It extends as far N. as to **Aklanskoi**, and is bounded on the S. by **Cape Patience**, and on the E. by the **Kurile Islands.** The Russians are making almost daily discoveries in these parts, of which the English had but a very faint and imperfect idea till they were visited by the late unfortunate Captain **Cook.**

KANG, or **Yellow River**, on the coast of China, on the western shore of the **Yellow Sea**, is in lat. 34 deg. 5 min. N. and long. 119 deg. 45 min. E.

KANG or **YELLOU** Sea, is a name that has been given by some of our geographers to that part of the **Oriental Ocean**, which is situated between **China** and **Tartary.** It is bounded on the N. by **Tartary**; on the E. by the peninsula of **Korea**; on the S. by the **Chinese Sea**; and on the W. by the coast of **China.** It may be considered as a part of the **Eastern Indian Ocean**, or W. part of the N. Pacific Ocean; in which general view, it would be much better to consider those smaller seas or gulfs, that are merely formed by the irregularity of the coasts of the same countries, or of those immediately contiguous to them.

KANLANCHA River, on the coast of the **Crimea**, off which is the island of **Denghel.** The island, to go to **Precop**, must be left on the larboard. See **PRE-COP.**

KARABES Bay, is on the S. E. coast of the **Crimea**, in the N. part of the **Black Sea**, and near the entrance of the straits

Straits of Kaffa. It has a town of the same name, contiguous to the bay, to which it forms an harbour.

KARADAG Point, is the N. E. point of the port and bay of Soudag, on the coast of the Crimea, from whence to Port Kaffa the coast is N. E.

KARAGHINSKOY. See **KAGRAHENS-KOY** Island.

KARAKAHOO or KARAKAKOOA Bay, in the island of Owhyhee, one of the Sandwich Islands in the North Pacific Ocean, is in lat. 19 deg. 28 min. N. and long. 155 deg. 58 min. W. and had 8 deg. of E. variation in the year 1779. There is anchorage in 13 fathoms water, over a sandy bottom, about a quarter of a mile from the N. E. shore, when the S. point of the bay bears S. by W. and the N. point at W. half N. It is on the W. side of the island, and is about a mile in depth. The points of land which bound it are low, and about half a league asunder, bearing from each other S. S. E. and N. N. W.

KARASUBAZAR is the point or place nearly where the land of the Crimea begins gradually to rise towards the summit of the hill on the S. side of the peninsula, the country on the other hand from Precop being a continued flat, and full of salt marshes and lakes.

KARCAROLANG or KARCOLANG Islands, are a groupe or cluster of small islands to the S. of Mindanao Island in lat. 5 deg. to 5 deg. 40 min. N. and long. from 104 deg. to 105 deg. E.

KARECK Island in the Persian Gulf, is situated near the middle of it, at the distance of 7 leagues from each side, and about 30 leagues from Bussorah River, where all ships bound for that port must call for pilots. It is about 5 miles long, and 2 broad.

KARELS, are two rocks so called, and distinguished by the Great and Little Karel, at about half a league distance from the shore, and the same distance from each other. They are N. by W. from the S. end of the island of Gothland in the Baltic. There is good anchorage on either side of the Lesser Karel in from 8 to 10 fathoms; but the Great Karel is foul, and ships must come no nearer to it than 11 or 12 fathoms. There is between them 13 or 14 fathoms. Westergoe and the island of Reefholm are at N. by E. from the Karels.

KARES Island, is a square island, and

the westernmost of three islands before the harbour of Carthage on the coast of the Spanish Main, or N. coast of South America. On this island is the Fortalisia, which makes the W. point of the port, or entrance into the road. There is no entrance to that port but at the opening between this island and the Island Nova. But there is a safe channel at the W. end of this island of Kares, called the Boca Chicha, having water enough, though little frequented. The Salmadinas, a sunken rock, is off the island a little out to sea, and bearing at S. W. from Carthage; and may be known by the breach of the sea upon one part of it for about 30 yards, but ships must likewise give it a good birth to avoid the tail of it. See **CARTHAGENA**.

KARICAL, on the coast of Coromandel in the bay of Bengal in the East Indies, is 14 miles at N. half W. from Négapatam. It is a small place upon a little river, and ships sometimes ride there as occasion serves. Keep along shore to go to it, only taking care to keep the N. point a little off the shore, being somewhat S. But the river here is of small use, being often dry. It is 8 miles farther only to Tranquebar, keeping all along shore.

KARYNS River, on the W. coast of Spain in the N. Atlantic Ocean, is W. from St. Marcus, and has a good road in from 8 to 10 fathoms. There is no town or haven between them, except a small village of the same name at the W. point of the entrance. From hence the land stretches out with a long point into the sea, making a safe road under it to the eastward. This point runs N. W. by W. five leagues, and the outermost point is called Cape Ortegal.

KASAN, the capital of the Russian government of the same name, is situated on the small river Casanka, where it falls into the Volga, and is in lat. 55 deg. 23 min. N. and long. 49 deg. 35 min. E.

KASHA, in the N. E. part of the Arabian Sea, is in lat. 23 deg. 55 min. N. and long. 70 deg. 57 min. E.

KASSUMBAZAR, is a town of Bengal and hither India in Asia, situated on the W. branch of the Ganges, and 65 miles to the N. of Hughly. It contains several English and other European factories, where trade is carried on with the natives for

for calicoes and silks, and is in lat. 24 deg. 17 min. N. and long. 88 deg. 22 min. E.

KATCHEE, on the W. coast of Africa, is to the S. E. from Cape Roxo, and is in modern charts more usually called CACHEO. The first course from Cape Roxo is S. E. towards Tabula Shoal, having 5 fathoms thwart of the cape, steering a point more to the S. with the flood tide, in from 4 to 5 fathoms. When a high tree in the middle of a rough bay, between the Dry and Red Point, comes at N. then a ship will be at a shoal which lies off the bay. From this situation run southward, according as wind and tide may serve, which will be a sufficient labour to effect, because the stream sets thwart to the shore; in this track will be seen three waves or bars, that constantly mount against one another, like the blowing of a whale, and point out the situation of the shoal. If these waves or bars are not seen, it will be dangerous to pass; and it is in that case recommended to lie-to, or come to an anchor, until the water falls so much that it may be seen. As soon as it is discovered, make way to the eastward so far as that the bars may be brought astern; and then, whether it flows or ebbs, run away at E. by N. in 5 fathoms, or at most in 5 fathoms and a half, for if a ship should get into 6 fathoms, she must tack about to the N. till the fair channel of 5 fathoms and a half is recovered. All deeper water on this part of the coast will end at some shoal or cliff. With a falling tide the N. bank will then be seen to run E. by N.

If a ship, in going E. by N. gets into 2 fathoms, and hard ground, tack immediately to seaward, as the reef which shoots out from the shoal called Juan de Coimbra must be passed before coming to the N. bank. Be cautious not to edge too much to the southward; but the breakings, by attention, will be a good guide, which begin before the water is one third fallen. On the E. side of the land that comes from Cape Roxo is the high tree of Arbor de Casticuis, that must be brought at N. E. and run past the N. bank and over the S. bank, as mentioned under Caravellas. See CARAVELLAS. And when a ship is over the S. bank, she may either go on to the islands of Illgetos in 8 fathoms, or run up the river with the flood, and anchor

before Katchee; taking care, in this last case, always to have an anchor ready at the bow, with the buoys overboard, and not to come within 2 fathoms.

KATE Nefs, on the coast of Norway, is in lat. 61 deg. 25 min. N. and long. 15 deg. 55 min. E.

KATHLINBEN Island, near the N. W. part of the coast of Ireland, is off Cape Telling, which is 7 leagues at S. S. W. from Arran. There is a sound between the island and main, which is very safe and deep water.

KATTER Head, or RATTER Head. See RATTER Head.

KAWEN's, is one of the harbours of Fisher's Island, on the coast of Lapland, to the S. E. and on the S. side of it, in which is good anchorage; but, if deemed advisable to go in, it will be most prudent to make a signal for a pilot. See FISHER's Island.

KAYE's Island, on the N. W. coast of North America, in the N. Pacific Ocean, which was so named by Capt. Cook, is not above 12 leagues in length, nor more than a league and a half in breadth in any part. The S. W. point, which is in lat. 59 deg. 49 min. N. and long. 143 deg. 2 min. W. is a naked rock, and considerably elevated above the land within it. Some parts of the shore are interrupted by small valleys, filled with pine trees; but they are far from being of an extraordinary growth, and of no great service for shipping, except as materials for small craft.

KAYSUN, on the coast of Arabia Felix, called KISSEN in some charts, is about 14 leagues to the westward from Cape Futtock or Fartash, and 29 leagues to the eastward from Cape Bagathusa, being all the way on both sides a low and plain strand, though the land within is high and mountainous, and truly uncultivated, and may be seen 10 leagues off at sea. It is known by two starts of land upon the point, called by the sailors the Asses Ears, which may be seen near 12 leagues off, and make at first very much like them. When the point bears N. by W. from a ship, and the Ears at E. by N. half N. the town of Kaysun will be seen, and another to the E. of it called Durja; there ships may ride a little to the N. W. in any depth at pleasure.

KEBESTER's Point, which is on the S. side of the entrance into Deal's Voe or channel, among the Shetland Islands, has

has a rock at N. E. by N. about three quarters of a mile, known by the name of Toagrood, that shews itself at half tide.

KEDENETEDO Point, on the S. coast of Ireland, is a high point about midway between Castle Head and Old Head, having the haven of Clandore close by it on the W. side. Beware of a ledge of rocks which lies off from the W. side of the high point, and comes about almost to the E. side. See **CLANDORE**.

KEDGARE or **KEDGEREE**, sometimes **KIDGEREE** River. Under the article of **Barabullo**, the fairway of the course along the coast, within the **Barabullo** Sand, has been shewn. See **BARABULLO**. Off the E. point of this river runs a flat, a full quarter of a league into the offing, which is steep. As soon as the river is open, come no nearer the shore on that side than within a mile at least; but after a ship has passed the mouth of the river, it may edge in again a league towards the shore. Before a ship comes up with the river of **Cowcolle**, it may not be more than a mile from the shore. See **COWCOLLE**. After passing the **Long Sand-head**, haul in for the western shore towards this river, so as to avoid the peak of the **Mixon** or **Mizen**, or that part of the sand that lies open with the mouth of the said river, about a short mile and a half in the offing, which is very steep on the S. W. side, and lies E. by N. and W. by S. with the great trees that encompass **Kedgare** Fort.

As soon as the trees round the fort bear at W. S. W. put over immediately for the eastern shore, steering with the tide of flood under foot E. N. E. or E. by N. till the ship get hold of the **Mixon** or **Mizen**, which will be a weather sand, and direct the ship securely over to the eastern shore; some discretion will, however, be necessary in passing along by it, according as the wind is scanty or large, regarding less the course steered than the careful edging on or off from the said sand, which with the flood has no danger on this side of it, only when **Gallingham** river bears N. half E. to N. half W. **Cape Kedgerie** is in lat. 21 deg. 48 min. N. and long. 88 deg. 50 min. E. See **JESSORE**.

KEEL, is one of the channels through which ships pass into the **Zierick Zee**, on the coast of **Holland**. To go in that way, observe that there are two

beacons on the W. end of **Schowen**, which are to be brought one in the other, and so run right in with them till the steeple of **Remist**, that is somewhat sharp, comes to a white high sand-hill, called the **Bleak** or **Woolfack**. This shews itself both in height and whiteness entirely distinct from the other sand-hills. Sail on thus till **Teer Veer** comes to the westernmost point of **Schowen**, called the **Hoot**; keep these one in the other, and run on till the ship comes by the shore, and along by it, when there will be found 18 or 19 feet water in the shoalest part of the channel, and 4 or 5 fathoms against **Hoot** Point.

KEELWICK, is a good haven on the coast of **Norway**, which lies to the southward of the E. point of the island of **Maggeroe**, of which island the N. cape is the northernmost point.

KEER Sound, on the coast of **Norway**, is navigable far in, but requires pilots to direct the course. It goes in between **Harmen** Sound and the **Mael Strand** to the mouth of a great river.

KEFFA, situated on the peninsula of the **Crimea**, is on the shore of a large harbour in the **Black Sea**, on the declivity of a long ridge of mountains.

KEGER Point, on the coast of **Lapland**, is the N. W. end of **Fisher's** Island, and 10 leagues to the S. E. from **Wardhuis**. There is a bay between them, where several sounds and rivers go in, and amongst others the great river **Pitting**. At **Keger** is a haven, but there are 2 or 3 rocks a little without the N. point of the harbour, and a sunken rock in the middle of the harbour's mouth; all which must be left on the starboard side, and ships must run in by the S. shore, when they may edge behind the rocks and anchor in 7 or 8 fathoms. Here is as good lying for ships as in any harbour on the coast of **Lapland**; the harbour's mouth goes in at S. W. This place was formerly the place for the **Danish** fish staples.

KEGOR, in the northern or frozen ocean, on the coast of **Muscovy**, is in lat. 70 deg. 18 min. N. and long. 34 deg. E.

KEISER'S Flat or Sand. See **KEY-SAR'S**.

KEITH Inch Island. See **INCH** Keith Island.

KELAY Island, is W. a very little northerly from **Cape Comorin**, the S. point

point of the peninsula of India, in lat. 8 deg. 10 min. to 25 min. N. and long. 72 deg. 50 min. E. It is N. from the Maldives Islands, and on the S. side of what has been called the Nine Degree Channel, through which ships pass safe between the Lacadives Islands on the N. and the Maldives Islands on the S. The rock which has been laid down in this sea is more than 3 deg. of long. due E. from hence, and about 15 leagues W. of the coast of India.

KELBEGH or **KELLYBEG**, has been noticed already under the name of **Calebeg**. See **CALEBEG**.

KEMBRIDGE Ledge, is about two leagues or more to the W. of Peverley Point on the coast of Dorsetshire, under the high land of St. Alban's, which runs out from the shore into the sea a mile and a half at S. by E. At that distance it has only 6 feet at low water, and three quarters of a mile off it has 13 feet, but it has 4 fathoms at a mile distance. Between this ledge and Peverley Point there is another ledge, which runs off right from St. Alban's Head about three quarters of a mile off shore, on which is 12 feet at low water.

KEN or **KAN**, a river of Westmoreland, which passes by Kendal, and falls into Morcambe Bay, having a cataract near its mouth, that renders it incapable of navigation. The village of Milthrop, situated on a little creek near the mouth of the Ken, though the only port of Westmoreland, is incapable of receiving any but small vessels.

KEN Sand, is one of the three sands near Cartmel, so called from the river Ken, that are very dangerous to travellers. A particular account has already been given of them, under **CARTMEL** and **DUDDEN**, which see.

KENDAL Point, a point of land on the coast of Dorsetshire so named, between St. Alban's Head on the E. and Lulworth Creek or Cove on the W.

KENEBEG Rock, near the S. E. coast of Ireland, is a high and noted rock, about half a league without the southernmost of the Saltees. Killmore lies at S. W. from that, about the same distance; and the sunken rocks called the Frails, which dry at low water, are due E. from it.

KENMARE, or **KILMARE**, on the coast of Ireland. See **BALLYDONAGAN** and **KILMARE**. It is in lat. 51 deg.

37 min. N. and long. 10 deg. 19 min. W. and has high water on spring-tide days at 3 o'clock.

KENNEBECK or **KENNEBEG** River, on the E. coast of North America, is a boundary or limit between two districts of New Hampshire, to the N. E. from Casco Bay. It is not navigable even for barges or small trading sloops beyond Cushmanock, which is about 43 miles high; though we are informed that vessels of 90 tons can go up to the head of the Tyde Water, which is 30 miles distant from Merrymeeting Bay. By means of carrying-places, it communicates, within land, with the river Chandiere, that goes to the river St. Lawrence, and with the Penobscot River. It is in lat. 44 deg. N. and long. 69 deg. 45 min. W.

KENT Island, in the Chesapeake Bay, within the limits of Maryland in North America, is 12 miles long from N. to S. and 6 in breadth from E. to W.

KENT River, in Westmoreland, the same as the Ken already mentioned, from which the sand receives its name. The water flows up it as far as to Levens Park at spring tides, though it is not less than 20 miles from the sea, and though the river is not more than 18 or 20 yards above low-water mark, yet the Kent, from Kendal to the Levens, only about 5 miles, falls 50 yards.

KENTISH Knock, a small sand so called, about S. by W. from the E. end of the Long Sand at the mouth of the river Thames, in lat. 51 deg. 42 min. N. and long. 1 deg. 35 min. E. where it is high water at 12 o'clock. The fairway into the King's Channel from the Downs round the E. end of the Long Sand will leave the Knock on the larboard. It is 15 or 16 miles to the middle from the N. Foreland, in the direction of N. N. E. half E. on which is 6 or 7 feet at low water in some places, but towards the edges 2 or 3 fathoms. It lies nearly at N. and S. being about 2 miles in length and 1 in breadth, and the Long Sand Head is about 3 miles at N. by E. or N. N. E. from the E. part of the Knock. To go clear of the Knock, get St. Peter's church on Redding street trees, or the N. Foreland light at S. S. W. abreast of it, and a ship will keep in 15 or 16 fathoms. The safest way is to keep enough to the eastward, where, after passing the Falls, except the Galloper, it is all clear. The first part of the flood

flood tide, it is necessary to observe, sets bodily up the channel in the direction of the Long Sand, at W. S. W. or thereabouts, as it passes the Kentish Knock, Longland-head, and Sunk; the second part sets over the sands into the King's Channel, sometimes termed the Lee-tide Channel, at W. by N. half N. and the last part nearly regular, a point or a point and a half more W. as in the mouth of the King's Channel. The ebb tide sets the contrary way in the different stages; the first of the ebb setting back as the last of the flood, the second comes back as the second of the flood, and the last of the ebb as the first of the flood. This is a rule which holds true of sands in general.

KEPERWICK, is one of those numerous sounds on the coast of Norway, lying between Kirk Sound and the Naze of Norway, where ships take in loading; but pilots are necessary for all of them.

KEPPEL'S Bay, on the N. E. coast of New Holland or New S. Wales, in the S. Pacific Ocean, is to the W. and N. W. from Cape Capricorn, having some islands before it of the same name. Its lat. S. is therefore nearly pointed out by the situation of the cape to be in 23 deg. 28 min. S. and its long. is about 150 deg. 35 min. E. The tides or currents along the coast are to be remarked. On the S. side of this bay the flood sets from the E. and at the N. part of the bay from the N. but with a much slower motion.

KEPPEL'S Island, is before the entrance of Port Egmont, on the N. side of the most westerly of the Falkland's Islands, in the S. Atlantic Ocean, in lat. 51 deg. 24 min. S. and long. 60 deg. 15 min. W. to the southward of which is the port.

KEPPEL'S Island, in the S. Pacific Ocean, is one of those called the Queen Charlotte's Islands, being a long and flat island, in lat. 10 deg. 15 min. S. and long. by account 165 deg. 4 min. E.

KEPPEL'S Island, the same island in the S. Pacific Ocean to which Captain Wallis gave the name of Traitor's Island. extends lengthways from N. E. to S. W. being broadest to the N. E. It is laid down in lat. 15 deg. 53 min. S. and long. 175 deg. 13 min. W. or according to other accounts 174 deg. 33 min. W. In 1767 it had 10 deg. of E. variation. On part of the W. side round the S.

point, and on the whole of the E. side, it is represented as having a reef of rocks which turns back in a southerly direction from the extreme E. point. Without the reef on the S. E. side there are soundings from 6 fathoms at the S. point to 10, close along the reef, and 15, 20, 30, and 35 without it, off a smaller island just within the reef, about midway on that side. This is the more necessary to be noted, because it is known that some of the islands of that extensive ocean have no soundings about them, nor any ground where a ship can be brought up. It is nearly S. W. from Cocos Island.

KEPPEL'S Islands, a groupe of islands so called, on the N. E. coast of New Holland in the S. Pacific Ocean, lying off Keppel's Bay. See Keppel's Bay.

KERCOLANG Island, in the eastern Indian Ocean, is between 80 and 100 miles in circumference, and generally of a pretty good height. It is in lat. 4 deg. 28 min. N. and long. 126 deg. 31 min. E.

KERGUELEN'S Island, otherwise called the Island of Desolation, in the Southern Indian Ocean, was discovered by Mons. Kerguelen, a French circumnavigator, and visited afterwards in 1779 by our celebrated Capt. Cook. It contains no verdure, or appearance of any, if one small plant, resembling saxifrage, be excepted, which grows upon the hills in large spreading tufts on a kind of rotten turf, that, if dried, might serve for fuel, and is the only thing here that seems possible to be applied to such a purpose. See CHRISTMAS Harbour, and DESOLATION Island.

KERKIN Rocks, near the W. part of the coast of France, are just at the entrance of the channel between the great Stevenet and Corseau, to which a good birth must be given, on account of others that lie off to the eastward of them under water; avoiding also the Plates, a foul ledge of rocks that runs off from the W. side of the Corseau, whereon the tide sets very strong, as may be seen by the rippling of the water. Ships passing through this channel should reckon the tides very well, so as to take the opportunity of slack water, because the flood runs almost thwart over the Ras, which in calms, in an outfall, or ebb, or with a S. W. wind, is very dangerous.

KERRY Cape, otherwise called Cape SHANNON, is the southernmost point of

the entrance into the River Shannon on the W. coast of Ireland, and 7 miles distant from Loup's Head, or the northern point of the entrance, being the breadth of the mouth of the Shannon, at S. by W.

KERRY Islands or INISKERRY Islands. See **ENISKERRY.**

KESGO Bay and Cape, on the N. coast of Spain, is to the E. of St. Andero. This cape forms a large bay, at the bottom of which is St. Andero, on the E. side of which is the haven, and on the W. the peninsula on which the town stands. It is 3 leagues and a half at W. by S. from the cape. Ships may run in and anchor a little within the point against a small rock with a hole in it like an arch of a bridge, in 4 fathoms and a half at low water, the ground on the E. side of the rock being all the way sandy, but to the westward along the island which lies before the haven of St. Andero it is rocky. There is no good riding but against the town; into which there are two channels, but both of them are very narrow, though the least water in each of them on the ebb of spring tides, is 3 fathoms. The marks for entering the outer are, to get the castle upon the hill over the E. end of the island to the westward of the arched rock. Ships that lie before the haven may go round the island on either side in 8 or 9 fathoms, but to the southward of the island there is a depth of 7 to 5 fathoms according as ships may come near the strand. It is about a league within the bay, and from the E. point of the haven to the W. point of the land is about the distance of a league due N. and S. See **St. ANDERO**, and, for the nature of the coast, **St. ANTHONY's Hill.**

KESLOF Bay, is a bay on the S. W. coast of the Crimea, in the N. part of the Euxine or Black Sea, and about N. by W. from Bolusnaf Bay. It is a good bay, and forms a harbour to the town of Keslof.

KETSEY Point, on the N. coast of Cornwall, is about 2 leagues at N. N. E. from the two rocks called The Man and His Man, near which is another rocky island called the Gull Rock, by which it may be known.

KETTLE Ledge, formerly called **KETTLE Bottom**, is a small sand on which is but 10 feet water, at the W. end of the Middle Channel between the Whiting and the Sheepwash or Bawdsley Sand. On

each side of it the channels are near a mile wide each, with 4 and 5 fathoms water in them. This ledge bears from Hollesley Church, on the coast of Suffolk, in the direction of S. E. half S. and is about a mile in length in the same direction.

KEVITSEN Channel, is the northernmost of the two channels between the islands of Schowen and Goeree on the coast of Holland, which is only fit for small vessels. The Springer, a large dry sand, separates it from the southernmost or Brewer's Haven Channel. To go in by the Kivetsen Channel, bring the steeple of Zierick Zee at S. E. by S. or a little more southerly, when a wood will be seen upon the land of Schowen near that steeple; bring the wood and steeple both in one, and so run right in, till a ship is as near the sand as she can be, when she will be far enough along to the westward of the shore, called the West Head. As soon as a ship is within the West Head, against the sand on the S. side, then go in E. along by the Springer Sand, taking care to sound for a point which shoots off from the end of it, and lies N. E. by N. from the middle of the Springer. Having passed this point, run directly with Brewer's Haven. See **BREWER'S Haven.**

KEYHAVEN, on the coast of Hampshire, is a small tide-port round the E. point of Hurst Castle, at the bottom of a bay which is there formed by the coast.

KEYSAR'S Flat or Sand, is a bank which separates the channels of the New Slenk on the S. S. E. and the Spaniard's Gat on the E. within the S. E. point of which they form an union, and pass on by the N. end of the Helder for the Texel roads. On the side next the Spaniard's Gat, it is in length about 2 leagues and 3 quarters, and on the N. side of the Slenk Channel about a league and a quarter. Next the sea to the W. it is somewhat irregularly round and full. The several descriptions of these limits will be given under the names of their respective channels. See **SPENK** and **SPANIARD'S Gat.**

KIAM River, as it is called in the language of China, or **BLUE River**, is a large river of that empire, which rises near the western extremity, and forms its course to the E. through several of the districts or provinces, till it falls into the Bay or Gulf of Nanking in the Kang or Yellow

Yellow Sea, already noticed, to the eastward of the city of Nanking. It is navigable to a considerable distance within the country from its mouth, though it is greatly impeded by the rapidity of its stream, which is, in some measure, to be attributed to its great depth. The lat. of its mouth appears to be 32 deg. 5 min. N. and long. 120 deg. 40 min. E.

KICKERSDOWN, or **KICKSDOWN**, on the coast of New Holland, a little to the northward of the Huysdown Beacon, one of the marks for sailing along by the shore through the Land Deep for the Texel. Thwart of it there lies a shoal off from the shore, which will render it necessary for ships passing that way to edge off a little. When a ship comes to the second buoy of this channel, a mill will be seen to the northward of Kickersdown; and that mill and Cane-Nelles house will come into one at the third buoy. Both these buoys are in 5 fathoms at low water. It is highly expedient to mark this place, as it is a direction also for sailing in by the Slenk Channel to the Texel.

KIDDERY Poe, in the River Hughly, is below the town of Gover Napore. From that town ships, in coming down, stand over to the N. W. shore, and keep it on board, until they are almost as low as the point against Kiddery Poe. For the bight below Gover Napore is shoal, and has likewise a strong eddy, which reaches till ships are past the shoal, and, without this precaution, will set them back upon the very point of the shoal itself. But ships must not keep the western shore on board lower than the point against Kiddery Poe, as there is another great shoal on that side below the point, which extends two thirds over the channel; so that ships, a little before they reach the point, must stand directly over with the flag-staff upon Kiddery Poe Fort, and then go on round the bight until they have passed the town. Great care, however, must be paid to the eddies, and whenever any such are perceived, stand off a ship's length or two; and if the water begins to shoal in the passing, as will be found by the lead, stand out no farther. From this bight ships will make the head of a reach called Great Tanna, in the entrance of which there are two eddies; one of these is from the lower side of Kiddery Poe Point, already noticed, that spreads almost thwart

the whole river, so that all along the reach as well as in the entrance ships must keep the starboard shore on board; and the other eddy is from the point of the starboard shore. See **TANNA**.

Cape KIDNAPPERS, on the E. coast of the northern Island of New Zealand, in the S. Pacific Ocean, is 13 leagues from Portland Island, at S. W. by W. and the S. point of Hawke's Bay, in lat. 39 deg. 43 min. S. and long. 177 deg. 36 min. E. It is known by two white rocks like haystacks, and the high white cliffs on each side. The land trends away from this cape to the S. S. W. on the southward of which is a small but high white Island, close to the shore, and farther a high point of land at 12 leagues to the S. S. W. from the cape.

KIDWELLY, is a small town of Caermarthenshire, on the coast of Wales, situated on a creek near the mouth of the Towy, to the eastward of the opening to Caermarthen Bar at the N. E. part of the Bay of Caermarthen. It is on the N. shore of the Bristol Channel, and was formerly noted for its manufacture of cloth; and a canal has been cut from it to some collieries, from whence coals are brought down for exportation.

KIEL, on the coast of Norway, within Long Sound, of which there are two, known by the names of E. and W. Kiel, are amongst the numerous loading places in that sound, where ships go to load timber, and such goods as the country affords.

KIEL, is a city of Holstein and Lower Saxony, on the coast of Germany, on the Baltic Sea, 15 leagues to the N. W. from Lubeck, and 20 leagues to the N. from Hamburg, and in lat. 54 deg. 9 min. N. and long. 10 deg. 8 min. E. It is situated on a small peninsula in a Bay of the Baltic, and has a very commodious harbour for the largest ships. The place has much commerce, and a canal, which has been making since the year 1777, and is now nearly, if not entirely finished across the peninsula, designed to form a direct communication between the N. Sea and the Baltic, will greatly increase its importance for trade. This crosses the Duchy of Holstein from Kiel to the River Eyder, which passes by Rendsburgh, and falls into the German Ocean at Tonningen.

KIKIBOGAT Harbour, on the N. E. side of the Island of St. John's in that part of the Gulf of St. Lawrence, which

is distinguished by the name of the Gulf of Nova Scotia, in lat. 46 deg. 32 min. N. and long. 63 deg. 16 min. W.

KILBEGH, or KILLEBEGS, on the W. coast of Ireland, is S. S. E. from Cape Telling at the distance of 4 leagues between which is a fine round bay, with a good road and clean ground. There does not appear any opening at the first approach, neither is it very broad; but when a ship is in, it is all safe, as well in the entrance as in the bay, so that they may lie any where at pleasure in from 5 to 8 fathoms water. The castle is within the bay on the N. side, and the bay may be known by means of a little low flat island, that is plain at both ends, and lies about half a league to the W. of the bay. St. John's Point is about 5 miles to the W. of it, and between them is the bay called Mac Swain's Bay.

It is the northern branch of the great Bay of Donegal, and receives this name from the town which stands upon it, on the N. W. side. In tempestuous weather especially, it is a good bay to run into, for ships that are bound to Donegal, as they may ride secure in it from most winds, which is not always the case in some parts of Donegal Bay. It is in lat. 54 deg. 40 min. N. and long. 8 deg. 6 min. W. See DONEGAL.

KILBURN, in the Black Sea, is situated at the point of a peninsula in the Gulf of Ackmethid, that is formed on the N. E. by the mouths of the rivers Bog and Nieper, and on the W. by the sea. It is situated in lat. 46 deg. 32 min. N. and long. 32 deg. 32 min. E.

KILCORIDON or KILKERDEN Bay, in the river of Shannon, on the W. coast of Ireland, is within a projecting point on the N. shore, to which the land on the opposite shore very far approaches, so as to render the passage to the eastward up the river narrow and contracted.

St. KILDA Island, one of the Hebrides, to the westward of Scotland, is about 6 leagues W. from the Island of North Uist, and is the most westerly of the whole groupe which are known under that appellation. It is in lat. 57 deg. 44 min. N. and long. 8 deg. 18 min. W.

KILDANAT Island, on the W. coast of Ireland, is a small island close to the Sound between the Achill Islands, having the small Island of Clara on the S. of it; both of which lie before the entrance into Clew Bay.

KILDUYN Island, on the coast of

Laplând, is about 9 or 10 leagues at S. S. E. or a point more E. from Fisher's Island, and to the southward of the mouth of Kola River about a league and a half. Some accounts place it in lat. 69 deg. 34 min. N. and long. 35 deg. 40 min. E. but other accounts, on which we confide more implicitly, say that its lat. is only 68 deg. 48 min. N. and long. 33 deg. 8 min. E. What tides there are in that sea make high water there on spring tide days at half past 7 o'clock. It extends along the shore for 2 leagues to the E. S. E. having a channel between it and the main of about half a league broad, and in some places less, but very deep and clear ground. There is a good road and a bay about the middle, or nearer to the E. end, between two points which stretch out towards the land. Before some Laplanders tents or houses there is anchorage in 12 or 14 fathoms and sandy ground, but very deep towards the S. E. To anchor under Kilduyn, coming from the northward, run in at the W. end between the island and the main, and look out for a small round island, as soon as a ship is within, which is the narrowest part of the channel, but broad enough to turn in. Go on to the S. E. between the two points, and anchor on the E. side as already mentioned. Ships coming in from the eastward may also run up, and anchor under the houses. Here is a good watering place; and the water runs from so high a situation, and with such a descent, that it may be conducted to casks in the boat. The village of Kammon, occupied only by fishermen, is at the E. end of the island on a point called Sacrifice Point. From hence to Tiry Biry it is 6 leagues to the S. E. with a great bay between, and the high island of Olierrie about a league from Kilduyn.

KILKERDEN Point, is about 3 leagues to the E. from Loup's Head, and the same as Kilcoridon. See KILCORIDON.

KILLALA, is a port town on the N. W. coast of Ireland between Sligo Bay to the E. and 'Broad Haven' to the W. and is situated in lat. 54 deg. 15 min. N. and long. 9 deg. 11 min. W.

KILLARUSH Bay, on the S. W. part of Ireland, is a fine deep bay, about 2 leagues to the E. from Cod's Head, and on the S. shore of the bay of Kilmore or Kenmare. Ships may ride here with the utmost security in all winds in 8, 7, or 6 fathoms.

fathoms. The bay of Kilmelong is just round the E. point of Killarush, which is no way inferior to it; and Dunkerney Bay on the N. shore, is at N. N. W. from Killarush.

KILLARD Point, on the N. E. coast of Ireland, is the S. point of the entrance into Strangford Bay and Lough.

KILLEBEGS Bay. See **KILBEGH**.

KILLCUMBINE Bay, is a small bay of the coast on the S. W. part of Ireland, within the Cow and Calf Rocks to the S. E. towards Bantry Bay on the E. Ballydonagan Bay, to the S. of Kilmore Sound or Kenmare River, is to the N. of it.

KILLMELOG or **KILLMELONG** Bay, in the sound of Kilmore, near the S. W. part of Ireland, is a fine bay to the E. from Killarush Bay.

KILLOUGH Port, or *Port St. ANN*. See *St. ANN's* Port. Some degree of caution is necessary in sailing into this harbour, on account of a rock that stands in the middle of the entrance, and is covered at half flood; but the passage is good on either side of the rock, to the E. or W. and the inlet lies in the direction of S. by E. and N. by W.

KILLS Passage, is a channel which runs off due W. from the N. end of The Narrows, in the channel of New York, on the coast of North America, and the N. boundary of Staten Island. At its W. end on the main land of New Jersey is Elizabeth Town.

KILMARE River, or **KILMORE** Sound, the same as **KENMARE**, on the S. W. part of Ireland. It goes in to the N. E. and has 4 islands at the entrance in a direction of S. W. by W. There are many good havens and rocks on the N. side of the sound, where ships may ride safe and land-locked. To enter this sound, the island of Wenis must be left on the larboard, when a ship will have 45 fathoms water till she comes off Cod's Head or the second starboard point of the sound. Killarush and Kilmelong Bays succeed each other on the S. shore of the sound; and on the N. shore is Dunkerney Road and Bay, besides many other lesser inlets on both shores of the sound. The island of Dorles lies without off the entrance into the sound, nearly due S. from Carnarish Point, which is the first point of the sound on that side; without this island also are some rocks.

KILMORE Rock, near the S. E. part of Ireland, is a sunken rock, of the big-

ness of a ship, which dries at half ebb, is at S. by W. from the W. end of the Saltees, and has 14 fathoms close by it, even when a ship's side is against it.

KILOULA or **KULLKULLY** River, in the River Hughly in the E. Indies. When a ship is at Rangumata Point, she must steer over to the E. shore, and make for the mouth of this river, as there is a shoal below the point from a place called the Chocky that has not more than from 9 to 12 feet water on it. Keep the eastern shore on board from the mouth of that river quite through the reach by the Dutch called Porkus, where there is never less than from 6 to 9 fathoms; and when a ship comes to the lower end of the reach it must again stand over to the W. shore directly with two trees that will be seen almost close together. Bring these trees into one, to keep clear of a broad shoal which lies off from the E. side of the river two-thirds over towards the W. shore or starboard side, where the best of the tide here runs. Here comes in a small river, called by the Dutch by the name of Ferken's Sprent.

KIMI River, in Swedish Lapland, on which is a town of the same name, and the capital of a province, called Kimi-lapmark. It rises near the N. extremity, and falls into the gulf of Bothnia at the N. E. end, between the mouths of the Rivers Simo and Torne. The town is situated in lat. 65 deg. 31 min. N. and long. 23 deg. 51 min. E.

KINBEGH Rock, on the S. E. part of Ireland, is above water, at the distance of about half a league to the S. W. from the southernmost island of the Saltees.

KINCARDINE is a small sea port on the N. side of the Frith of Forth in Scotland.

KINCOPPER or **KINKOPPER** Deep, on the coast of Germany, is on the W. coast of Jutland, and within the island of Numet, which lies off the shore, in lat. about 56 deg. 30 min. N.

KINEREY Island on the W. coast of the peninsula of India, at the distance of 9 miles from any part of the continent. Its N. S. and W. parts are rocky, but on the E. there is a fine sandy cove, which is fronted by a castle.

KING George the Third's Island, otherwise called **NOOTKA**, on the N. W. coast of America, has a tolerably high but level land near the sea coast, which rises within into steep hills that have an uniform

uniform appearance, in lat. 49 deg. 33 min. N. and long. 126 deg. 48 min. W.

KING's Road, is a place on the S. coast of the Severn Sea or Bristol Channel, to the westward of the mouth of the Avon, where ships usually ride to wait for the tides to go up the river. It is in lat. 51 deg. 29 min. N. and long. 2 deg. 45 min. W. and has high water on full and change days at 40 minutes past 6 o'clock.

KING's Bay, a place so called on the W. coast of South America, and to the N. of the islands called York Islands in the S. Pacific Ocean. It is formed by the northern end of the largest of those islands, and a point of the coast, between which ships may come to an anchor when on that part of the coast, and be tolerably well sheltered from all winds, except those from the W. and N. W. to which it is exposed.

KING's Channel, near the mouth of the River Thames, is a channel out of the river in the direction of N. E. having the sands of the Buxey and Gunfleet on the larboard or N. W. and the Middle and Heaps on the starboard or S. E. The setting of the tides in this channel has been mentioned under the article of the Kentish Knock. To turn down the channel, after passing the buoy at the E. end of the Heaps, stand boldly to the eastward till the shoalings of the Sunk are found in 10 or 11 fathoms, and then edge off a little. This channel is laid down in lat. 51 deg. 38 min. N. and long. 1 deg. 11 min. E. near the Swin, and stated to have high water at half past 10 to 12 on spring tide days.

KING's Chapel, is one of the small places in Cardigan Bay on the coast of Wales, which, though scarcely known to the generality of seamen, must not be wholly omitted in a work of this nature.

KING's Foreland, in Hudson's Straits, in the N. part of North America, is to the N. W. of Cape Diggs. There is an island of near 40 miles in length and 15 or more in breadth, lying off a bay which extends from off the cape nearly to this point.

KING's Haven, sometimes called **GATTARIA**, is on the N. coast of Spain, about 7 leagues from St. John de Luz. See **GATTARIA**.

KING's Island, in the Indian Ocean, on the E. side of the bay of Bengal, to the southward of the mouth of the River Pegu, along the coast of the main, in

lat. 15 deg. 30 min. N. and long. 96 deg. E.

KING's or PEARL Islands, in Panama Bay on the S. sea or Pacific Ocean, in lat. 7 deg. 10 min. N. and long. 81 deg. 45 min. W. There are many other islands in this bay which produce wood, water, fruit, fowls, and hogs, and afford an excellent harbour for ships. These islands are about 12 leagues from Panama, of which there are a good number; they are low and woody, the northernmost of which is called Pachea, and the southernmost is known by the name of St. Paul's. Though some of the others are larger, they are known by no particular names.

Three KINGS Islands, off the N. point of the coast of New Zealand in the S. Pacific Ocean, are in lat. 34 deg. 12 min. S. and long. 172 deg. 12 min. E. and about 14 or 15 leagues from N. Cape at W. 14 deg. N. from it. The variation here is 11 deg. 25 min. E.

KING's Island, in the North Pacific Ocean, not far from the continent or N. W. coast of America, is situated to the W. from Sledge Island.

KING's Point, at the N. W. extremity of the island of Sumatra in the E. Indies, is without the port of Achen, in lat. 5 deg. 20 min. N. and long. 95 deg. E.

KING's Point, or Punta de los REYES, on the W. coast of the peninsula of California, is in about 40 deg. of N. lat.

KING's Village, on the W. coast of Africa, is within the river of Sestors, where all ships that go in come to an anchor. See **SESTORS**.

KINGHORN Nefs, in the Frith of Forth, near Queen's Ferry Road, above which to go beyond the Highland, ships must keep along the N. shore more than half a mile off till they come above Burnt Island, where the two islands of Coem and Prison will be seen at W. by S. See **OCKERS** and **PRISON**. This Nefs has high water, and all along from Fifenees, at half past 1 o'clock. Kinghorn is in lat. 56 deg. 8 min. N. and long. 3 deg. 10 min. W. and is 19 miles N. from Edinburgh.

KINGSBOROUGH in the Kettle, on the coast of Germany, is near Schellingkroeg, and a good road for ships in all winds. The latter is 4 leagues at N. W. from Phanu Island. The Rypen Deep, Grawe Deep, and Southern Zyt, lie along this coast; the last of them between

tween Phanu and Schelling-kroeg. Into this kroeg, which is wide enough for ships to turn against the wind if coming from the northward, they may go and ride for a wind, if bound into any of the difficult creeks on this coast. There is but 6 feet swell of the water, and the time of flood on spring tide days is about half past one o'clock.

KINGSBRIDGE, is within the haven or port of Salcomb in Devonshire, near the river which forms the harbour, but has not much water, and can only afford a harbour for boats so far up.

KINGSGATE Point, is one of the marks for discovering the situation of Broad Stairs Knowl near the N. Foreland, when Moro Fort is close on with it at N. W. half W. and by keeping the fort well open of the point ships will clear it.

KINGSTON upon Hull, in Yorkshire. See HULL.

KINGSTON, in the island of Jamaica in the West Indies, is situated on the S. coast of the island, and on the N. side of Port Royal Bay, and is now considered as the capital of the whole island. It is distant by water from Port Royal about 5 miles, but by land it is at least 15 miles and the road very bad, and to go through Spanish Town by land it is at least 19 miles. It is seated at the bottom of a capacious bay, where ships of 200 tons come up to the quay. The most considerable merchants of the island reside in the town, which is very regular and well built, and contains about 1700 houses. It is a place of great trade, and there are never less than 200 vessels in the bay before it, which is so capacious as to admit 1000 ships at a time, in a situation that is completely land-locked, though in storms they may suffer on account of the lowness and narrowness of the peninsula, which does not afford so entire a shelter. It has been found, on an average of 20 years, that the ships annually going from this port amount to 400. The lat. is 17 deg. 50 min. N. and long. 76 deg. 52 min. W.

KINGSTOWN, is the capital of the island of St. Vincent's in the West Indies, which is one of the Caribbee Islands; it stands on a bay of the same name at the S. end of the island, and is the residence of the governor, and the place of meeting for the assembly of the island. Its lat. is 13 deg. 2 min. N. and long. 61 deg. 22 min. W.

KINGSWART, on the coast of Fries-

land and the E. shore of the Zuyder Zee, is a long mark for the channel near the buoy of the Middle Ground, which buoy is due N. from Igelhoeck, and a little eastward of a direct line from Swanbalgh Buoy at N. half W. to Igelhoeck. This is also sometimes called the Runner, and when it is brought behind the church of Surick near the water side, on a point that runs out about N. E. by N. from the buoy, a ship will be in the fairway of the channel.

KINNAIRD's Head, on the coast of Scotland, is the N. point of Buchan Ness, and about 20 leagues to the eastward of Cromartie, in which direction the coast there trends towards the Murray Frith.

KINSALE, on the S. coast of Ireland, is to the S. W. about 5 leagues from the harbour of Cork, and a good sea port, being a very populous and trading place, with an excellent harbour. The bay is very spacious, and the N. W. part of it forms the harbour to the town, which stands at the mouth of the River Bandon that here falls into the ocean, and is in lat. 51 deg. 32 min. N. and long. 8 deg. 52 min. W. and has high water on full and change days at a quarter past five o'clock. The harbour's mouth is about a league to the N. from the Old Head, a noted point of land on that coast, near the shore of which there is 16 or 17 fathoms but 25 at the distance of half a mile. The two points of the entrance to the harbour are not more than half a mile distant, and lie nearly at E. and W. from each other. Sandy Cove Point is on the W. which has its name from a small cove round the point to the westward, which is foul, and must have a birth. Prehain Point is to the E. from which a little to the S. E. are three small rocks called the Bull Man, that are very foul; but the channel between them and the main is very clean, and a good and safe passage in 4 fathoms. To go into Kinsale, ships may run between these two points at N. N. E. half a mile, and then northerly about a quarter of a mile as far as to the bar. In this track will be from 10 to 3 fathoms, but there is 4 fathoms and a half at the bar, which lie cross the harbour just above the second point called Money Point, from whence there runs off a ledge of foul ground. To go over the bar, keep the E. shore on board, where the water is deepest; after which run up at N. N. W. in 3 fathoms and a half at low water, and continue along

along the eastern shore to keep in the deepest part of the channel, though there is from 4 to 6 and 7 fathoms in the middle after passing the bar. When a ship is come abreast of Old Port Point, which is the next going up on the larboard side, a spit of sand which runs N. from it half channel over must be avoided; on this there is no more than 7 feet at low water, but in mid-channel ships may go round in 6 fathoms and on the N. side of it in 8 fathoms. On approaching the town, there is anchorage near the quay in 3 fathoms and at the S. end of the town in 5 fathoms.

KINTCHIN, to the N. E. from the island of Formosa, in the Eastern Indian Ocean, a groupe of islands and rocks so called, in lat. 26 deg. 30 min. N. and long. 127 deg. to 128 deg. E. to the westward from the S. end of Lekeyo.

KINURE Point, a projecting point of land so called on the S. coast of the kingdom of Ireland, between Cork and Kinsale Harbours.

KIOGE or **KOGE** is a town of Denmark in the island of Zealand, with a harbour, which renders it a trading place. It is 10 miles to the S. from Copenhagen, in lat. 55 deg. 31 min. N. and long. 12 deg. 40 min. E.

KIRK Merlugh Head, on the E. coast of the Isle of Man in the Irish Sea, is the E. point of the entrance to Ramsey Haven, towards the N. end of the island, and at S. E. from the entrance to the Solbe River. It takes its name from a village or town near the coast on the southward.

KIRK Sound, on the coast of Norway, is the opening or mouth of a river to the E. of Mardow, and about half a league due W. from the haven of Hefs Nefs. Between Kirk Sound and the Naze of Norway are several large sounds, openings of rivers, and gulfs or deep inlets of the sea, all which are called Sounds on this coast, as are those called Deeps on the coast of Germany in the North Sea.

KIRKALDY, on the coast of Scotland, has a bay where ships may anchor in 8 or 9 fathoms, being on the N. coast of the Frith of Forth, and a good road for northerly winds. But its haven, which is only a tide haven, as well as Dysart, is shoal, and only fit for small vessels. This, and many other small havens, stretch along that shore from Elle Nefs to Kinghorn Nefs.

KIRKCUDBRIGHT, on the S. W. coast of Scotland, and on the N. shore of the Solway Frith, has a bay which forms a harbour to the town, and is situated in lat. 54 deg. 53 min. N. and long. 4 deg. 5 min. W. The coast near the bay is very rocky, and therefore in tempestuous weather, especially when it is a lee shore, very dangerous. It is from hence peculiarly necessary to advise seamen, when they are bound for this port, not to stand too near the bay till they come before it, so that they may run right in by keeping the middle of the entrance. It is seated at the mouth of the river Dee, and has a fine harbour, with depth of water sufficient to admit ships of any burden to come up to the town; yet it has but an inconsiderable trade. It is 20 leagues to the W. from Carlisle.

KIRKWALL, which is the principal town of the Orkneys, to the northward of Scotland, is situated on an arm or inlet of the sea, and has a tolerable harbour, on the island of Pomona, or perhaps more frequently called Kirkwall from the principal town in it. The harbour is 15 leagues to the N. from Dungsby head, or N. E. point of Scotland, and is in lat. 58 deg. 58 min. N. and long. 2 deg. 57 min. W. To go into the road of Kirkwall, sail between Pomona and Shapinsha, leaving the island of Elgarholm on the starboard side, and the island of Thievesholm on the larboard side. As soon as a ship is about the island, it may stand into Kirkwall road, and anchor before the town in from 5 to 9 fathoms water. To the southward of the bay is good anchorage in a place called Monos Bay; and to the northward are several sunken rocks between it and the island Garfay, and no stranger should sail there without a pilot. The cathedral of St Magnus, where the bishop of the Orkneys used to reside is a stately gothic edifice, which we notice in this work on account of its handsome spire.

KISMISH Island, in the gulf of Persia, is an island of Asia, about 50 miles in length, but only about 5 in breadth; being very fertile and well inhabited, and was formerly very famous for its pearl fishery. It is in lat. 26 deg. 29 min. N. and long. 55 deg. 40 min. E.

KISSUM. See **KAYSUN**.

KITIA Bay, is situated on the S. side of the northern branch of the Danube, near its influx into the Black or Euxine sea.

sea. It receives its name from the town of Kitia, which stands upon it, and to which it forms a harbour.

KITTESALE, a mark for passing the Barabullo sand in the river Hughly at the bottom of the bay of Bengal in the East Indies. It is the same as Umbrella, and denotes a tree in the shape and form of an umbrella, which has been noted under Barabullo. See **BARABULLO**.

St. Kitt's, or **St. Christopher's**, an island in the West Indies so called by seamen, has been already noticed under the latter name. See **St. Christopher's**.

KLADY is the Dutch name for the haven of Dore on the W. coast of Ireland, for which see **DORE**.

KLETUN, near the northern extremity of Lapland, is only 2 leagues at N. N. W. from the point of Sweetnaes, or the river Jockena, being a clean strand between and a steep shore. Here are several crosses, and a good road for southerly winds. It is 3 or 4 leagues from hence to the N. W. to Evankriest. See **EVANKRIEST** and **JOCKENA**.

KLIP, a place in Greenland or Spitzbergen so called, in lat. 80 deg. 10 N. and long. 12 deg. 22 min. E.

KNAPPS, a sand off the coast of Suffolk, which lies in a direction nearly of N. by W. half W. and S. by E. half E. being about two miles in length, but narrow, on which is about 9 or 10 feet water. It is frequently called **ALDBOROUGH KNAPPS**, and the N. end of it bears from Aldborough church very nearly at N. E. by E. and the S. end of it nearly at E. at the distance of 5 or 6 miles; but there is 12 and 13 fathoms very near to it on every side. To sail through between this sand and the main, come no nearer to the main than 6 or 7 fathoms, nor to the Knapps than 13 fathoms. Ships going round Orfordness to the northward, after opening Dunwich land off Thorp Ness, may steer away at N. N. E. half E. which course will carry them clear of all the Suffolk shoals, and within the sand of the Knapps or Knapes.

KNARWICK. See **AKEFORD**.

KNEE Island, is a small round island at the S. point of the harbour of Old Fleet or Learn at the N. E. part of the coast of Ireland. It is a good mark for knowing the harbour, and also for keeping clear of a sunken rock called the Hunter's Rock, which has but 2 fa-

thoms water on it; for if this island be kept close to the main, it will carry a ship without the rock, and if it is kept open, a ship will pass within the rock. Ships may run round the Knee on any side for the harbour without any danger.

Poor KNIGHT's Islands, off the N. E. part of the coast of the northern island of New Zealand in the S. Pacific Ocean, are in lat. about 35 deg. 30 min. S. and long. 174 deg. 42 min. E. and about N. N. E. from Bream Head and S. E. from Cape Brett. The variation at 10 miles to the N. of Bream Head is 12 deg. 42 min. E. from which situation these islands are distant 3 leagues at N. E. by N.

KNOCKFERGUS Haven, on the N. E. part of Ireland, which is only another more ancient name, and now in less use, for Carrickfergus. See **CARRICKFERGUS**.

KNOCK John, a sand or shoal so called, is in the middle of the narrowest part of the passage into the White Sea, and about 3 or 4 leagues from the shore, thwart of the river of Ponnoy. It is very rough and stony, and in some places, particularly off of Orlogeness and the three islands, it is dry at low water. It is near 30 leagues in length, in the direction of N. and S. extending from thwart of Sweetnaes point to the southward of Ponnoy: but the worst and most dangerous part of the shoal is about 16 leagues in length, from about 7 leagues to the N. of Orlogeness to 9 leagues at south of it. On the W. side of this sand is a good channel of 4 leagues broad, having from 25 to 30 fathoms water, all along the Lapland shore, at about 2 leagues from land. There are very strong tides in this channel and at Ponnoy, where it ebbs and flows 3 fathoms.

KNOTS Bay, in the island of Barbadoes in the W. Indies, is on the N. E. part of the island and to the westward of the point called, the Ragged Point. It is contiguous to Cardigan Bay, not far from the N. E. point of the island.

KNORRE Sand, is a small sand in the Zuyder Zee, on the N. of the Enchuyzen Sand, and nearly due E. from the Ton on the E. end of the Cripple, as it is W. a very little northerly from the island of Urck, the channel on its N. side being called the Fall of Urck. On the middle part of it there is 15 feet at low water, so that ships of moderate burden

burden may pass it without danger at any time, but more particularly by attention to the state of the tide. It is near 2 miles in length from E. to W. but narrow, and on its S. side between it and the Enchuysen sand is 18 feet at low water.

KNOWL Buoy, is a mark for a very small sand, which has but one fathom water upon it. A beacon on the W. end of Pan sand is called the Swinging Beacon, from whence to the mid channel between this buoy and the standing beacon at the E. end of the Pan sand is about a mile and a half at E. half S. which buoy and beacon are about three quarters of a mile asunder in the direction of N. half E. and S. half W. from each other, the mid channel having 4 fathoms. Part of the Pan sand near the E. or standing beacon dries, and is very rocky. The thwart mark for the buoy and beacon is St. Nicholas church at S. by E. half E. and from thence keeping the same course about a mile in 4 fathoms, the Pan Patch buoy which lies from the easternmost beacon at S. E. half S. about a mile, will have a birth of about a quarter of a mile.

KNOWLE, a sand to the W. of the Buxey Buoy, on the S. or larboard side of the channel for Colchester and Malden water, is to the E. of St. Peter's sand. The flood tide sets strong upon these sands.

North KNOWLES Sand, is a small sand about half a mile at N. by W. from Winterton Ness, on the coast of Norfolk, which has but 13 feet upon it at low water. To the southward of Winterton there are two light-houses, which must be brought one in the other; this course will carry a ship clear between the N. end of the Cockle sand, known by the name of the Middle Ground, and this sand of the N. Knowles.

KNUCKLE Point, on the N. E. point of the N. island of New Zealand in the S. Pacific Ocean, is a peninsula to the W. from Doubtless Bay, and the E. point of Sandy Bay. The next point at N. a little westerly is the N. cape. The coast hereabouts is mostly low, except at Mount Camel, and very barren, and none of the necessaries of which ships stand in need are to be procured here. Its lat. is about 34 deg. 51 min. S. and long. 173 deg. 10 min. E. in a depth of 24 and 25 fathoms.

Cape KOAMAROO, on the S. W. or

W. side of Cook's Straits, and N. end of the southern island of New Zealand in the S. Pacific Ocean. It forms also the E. point to Queen Charlotte's Sound. This cape and the islands of the Two Brothers are the most projecting land on that side of the straits. The tide sets very rapidly through the straits over the N. W. head and the reef off it, and the ebb still more rapidly, and not less than 5 miles an hour, to the S. E. over the rocks and islands off the S. E. head. This cape is in lat. 41 deg. 34 min. S. and long. 176 deg. 30 min. E. The variation of the compass is about 13 deg. 5 min. E. and it is high water on full and change days about 9 or 10 o'clock, rising about 7 or 8 feet. See *Queen Charlotte's Sound*.

Cape KOCHAGUN in the sea of Azoph, on the E. coast, and N. E. from the island of Sakareya Peski, which sprung up in the year 1712.

Port KODDOS, in lat. 43 deg. 45 min. N. and long. 38 deg. 38 min. E. in the N. E. part of the Black Sea, is to the N. E. from Gielendshiok river, the southern cape of which is the most pointed; and from hence trends more easterly to Subashy river.

KOGE. See **KIOGE**.

KOGGEDEEPS Ground, at the E. end of the Schelling island, which lies before the mouth of the Zuyder Zee. There is a small swatch, round the E. end, between the island and the sand called the Ground. The Born Reef runs along to the N. of it from the shore of the Schelling island to the Ameland.

KOGH or OUGH, the northernmost of the 4 churches on the Texel island, which has no steeple, but is covered with blue slate.

KOLA, is a town of Russia, and the capital of Muscovite Lapland, with a good harbour near the Frozen Ocean, at the mouth of a river of the same name, in lat. 68 deg. 52 min. N. and long. 33 deg. 8 min. E.

KOLA Bay is partly formed by the mouth of the river Kola in Russian Lapland, which falls into it, at the distance of 70 leagues at E. by S. from the N. cape, and about 36 leagues nearly in the same direction from the gulf of Waranger.

KOLA River. See the two preceding articles.

KOLA River, or **KILDUYN**, on the coast

coast of Swedish Lapland. See KILDUYN.

KOLL, on the W. coast of Sweden, or the E. shore of the Scaggerac Sea, is the great mark by which ships steer from the island of Anholt and the Scaw to the Sound, being about S. S. E. at the distance of 10 leagues from the island. There is from 20 to 24 fathoms in the fairway, being shoaler towards the W. and deeper towards the E. Lewis's Ground is the only dangerous place between, which is a bank that lies near 8 leagues at S. E. by S. from Anholt Reef, and 5 leagues at W. by N. from the Koll. On this point are lights for the direction of ships on the coast, in lat. 56 deg. 19 min. N. and long. 12 deg. 38 min. E. There are accounts which place it in lat. 56 deg. 50 min. N. and long. 13 deg. 13 min. E. but we believe them to be erroneous.

Young KOL, is a high white hill on the coast of Sweden, on the E. shore of the Scaggerac Sea, which is sometimes mistaken for the great point so called, beyond which is a great bay, where there are several small ports and rivers for ships to load at.

KOMANGO Island, is one of the group of islands in the S. Pacific Ocean, known by the name of Friendly islands. It is to the eastward of Anamooka island, and at the distance of 5 miles or 2 leagues from it at S. E. is anchorage in 15 fathoms over a bottom of coral sand and shells. In this island there is a pond of tolerably good water, but without any appearance of a stream.

Port KOMOL, on the coast of Abyssinia in the Red Sea, is stated to be in lat. 22 deg. 30 min. N. and long. 36 deg. 17 min. E.

KOMORO Islands, on the W. of the large island of Madagascar, sometimes called Comora Islands. See COMORA.

KONINGSBERG Bay, is a bay of the Baltic Sea, through which ships that are bound to the river of Pregel, on which stands the city of Koningsburg, must pass. It is about 23 leagues to the N. E. from Dantzic, and in lat. 54 deg. 42 min. N. and long. 21 deg. 45 min. E.

KONOHASSET, is a town of the coast of New England in Massachusetts Bay, N. America, off which are several rocks that bear the same name. It is 4 miles to the N. from the town and harbour of Scituate, both of which are to the S. eastward from Boston.

KONONIKUT Island, in the bay of Narraganset, in Rhode Island, is a long and narrow island, being more than 7 miles from N. to S. and not above one where it is broadest.

KOPPEN, of which name there are several distinct places on the coast of Sweden, all within Barfoud, for which directions have been given to take pilots at Oeland. These are New Koppen, North Koppen, and South Koppen. See BAROUND.

KOREA or COREA Sea, is a part of the eastern Indian Ocean, or N. Pacific Ocean, and is situated between the E. coast of the peninsula of Korea, the S. E. coast of Tartary, and the Japan islands. It is bounded on the N. by the sea of Kamtschatka, and on the S. by the Kang or Yellow Sea. The river Amour discharges its waters into the bay of Korea.

KORISCO Island, **CORISCO** or **Island of LIGHTNING**, on the S. coast of Africa, is about 5 leagues to the southward from Cape St. John, in the bight of Benin. The land towards the sea coast is generally sandy, except to the N. W. where it is stony; but the country within is overgrown with high trees, though the land is so low that the trees seem to be in the water. In coming from seaward, ships should not approach nearer than 9 fathoms because of a stone reef that runs off from the S. side; and in sailing betwixt the cape and the island, but nearest to the island, the ground is shelly and gravelly, but near the cape it is stony. To sail from Cape St. John and the island of Korisco to the River d'Angra, the course is E. S. E. till a ship is past Korisco, keeping a good offing all the way, on account of the rocks towards the cape. In this course a ship will come to Little Korisco, and after passing that, may keep on still in 4 or 3 fathoms till it comes to a little river on the starboard side, which must be passed, and so along, till it comes to another river near a high point on the starboard side. This river draws in a ship very hard, so that in still weather to run into it is very easy, and sometimes a ship will be drawn in whether bound in or not. If a ship runs southward from the River d'Angra, it has been advised as the shortest and best way to go through between this island of Korisco and the main, southerly from the river, as there is a hard and swift

stream, so that a ship may run freely that way; but there are some islands on this coast between Korisco and the main land that are dangerous. See CORISCO.

KORK Bay, on the E. coast of Newfoundland, of which Cape Bonavista is the S. E. point or limit. It is a deep inlet to the S. and the opening from cape to cape is about 3 or 4 leagues distant from each other.

KORZIBAS Bay, is a bay of the Black or Euxine Sea, on the S. E. coast of the Crimea, near the entrance of the Straits of Kaffa.

KOSLOF, formerly a very considerable trading town on the W. side of the peninsula of the Crimea, in a bay of the Black Sea, which, as well as the sound at Kaffa, may perhaps more properly be called a road than a haven.

KOTOO Island and Reef, amongst the Friendly Islands in the S. Pacific Ocean. Off this island, when it bears E. by N. at the distance of a mile, is anchorage in 50 fathoms water.

KOTSAGYNA Cape, in the Azoph Sea, is in lat. 47 deg. 4 min. N. and long. 41 deg. 34 min. E. is the opening of the N. E. angle of this sea on the E. To the S. E. from this cape is a semicircular bay, with a peninsula between, into which bay some rivers discharge their waters from the E. and S. Yassalnicki cape, on the eastern shore of the sea, is to the S. W. from it, in the direction of the coast.

KOWIMIA River, on the N. coast of Siberia in the Frozen Ocean, is in lat. 70 deg. 40 min. N. and long. 159 deg. E.

KOWERWICK Bay, in the Gulf of Riga, on the coast of Germany, is on the starboard of the fair way from Domesness to Riga, in the direction of S. E. There is a point with a small reef before Kowerwick; but ships may run by it in from 6 to 7 fathoms, neither is there any necessity to stand so far into the bay, unless forced in by N. E. winds: even in that case, there is safe anchorage and good ground any where, and in any depth from 6 to 22 fathoms.

KOXCAR Lights, near the entrance into Finland Gulf on the coast of Germany, are in lat. 59 deg. 43 min. N. and long. 25 deg. 38 min. E.

KRIVAYA Cape, in the Sea of Azoph, is the N. E. limit of a large bay, situated in lat. 47 deg. 2 min. N. and long. 40 deg. 4 min. E.

KRONKARA Island, on the W. coast of Ireland, is 4 miles at S. S. E. from port Nafdoy, just within the N. W. point of the entrance from the northward into Galloway Bay. It is farther out in a direct line from the point of the harbour of Nafdoy through the Convits islands at S. S. E. nearly. The island of Kronkara is clean, but betwixt that and the islands of Males, on the N. E. it is foul and not passable.

KRONOTSKOI Nofs, on the N. E. coast of Asia, in the N. Pacific Ocean, is in lat. 54 deg. 42 min. W. and long. 162 deg. 17 min. E.

KUBAN River, falls into the Sea of Azoph, on the E. side of the Straits of Kaffa, which divides into several mouths or channels, so as to form some islands on that side of the straits.

KULLKULLY. See KILOULA.

KULSTROOM, is one of the streams on the coast of Norway, between the continent and many small islands along that coast, about 4 miles from Bergen. It is remarkable for flowing when others ebb, and ebbing when others flow. Without a skilful pilot, navigation is here extremely dangerous, which is enough to say, that it must not be attempted by any but those who are perfectly acquainted with it.

KUNACHIR, one of the islands of the N. Pacific Ocean, not far from the coast of Asia, known by the name of the Kuriles Islands, and one of those which are independent of the rest.

KUR River, is a river of Asia, formerly known by the name of Cyrus, which entirely crosses Armenia, by means of that branch of it which is called Araxes or Aras.

KURILE Islands, according to the accounts which the Russians gave to Capt. Cook, when he met with them at Oonalashka, on the N. W. coast of America, possess only one harbour, which is on the N. E. side of Mareekan; at this place the Russians have a settlement. They form a chain, extending from lat. 45 deg. to 51 deg. N. from the southern promontory of Kamtschatka to Japan, in the direction of S. W. The inhabitants of the neighbourhood of Lopatka, who were called Kuriles, gave the same name to these islands, as soon as they became acquainted with them. They are said to be 22 in number, without reckoning some of the very small ones. The northernmost of them

is called Shoomska, and is only about 3 leagues distant from the promontory of Lopatka, and the inhabitants are a mixture of natives and Kamtschadales. The next, which is named Paramousie, is considerably larger than Shoomska, and is inhabited by the real natives. Onecutan is another of them, and farther to the S. They were not discovered even by the Russians, though so near the E. coast of Siberia, till the year 1713.

KUYING Shoal, is one of those near the bank called the Dike, on the coast of Flanders, which lies almost in the fairway of the channel, and is very dangerous, having at low water no more than 2 fathoms.

KUYNDER, is a port town of Friesland in the Low Countries, situated on the W. side of the river of the same name, as it opens into the Zuyder Zee, in lat. 52 deg. 41 min. N. and long. 5 deg. 32 min. E.

KUYNDER River, which falls into the Zuyder Zee after it runs through Friesland, between Slickenborch and the town of Kuynder. See KUYNDER.

KUYSKINE or KUSKINE Bay, on the N. shore of the spacious inlet within the harbour or channel of Cork, on the S. coast of Ireland, to the eastward both of Cove Town and the Garrison. See CORK.

KYANCHEW, or KIANG CHEOU, on the N. coast of the island of Ainan or Hainan, in the Chinese Sea, which appears to have a harbour, and lies nearly on the narrowest part of a strait between this island and a peninsula of the main continent of China on its N. by which and this island of Ainan the gulf of Tonquin is formed. It is in lat. 20 deg. N. and long. 110 deg. 42 min. E. There are some islands before the entrance towards the N. E. point, and a good depth of water through the strait; but what currents set through it in or out of the gulf of Tonquin we have not yet met with sufficient authorities to declare. If any ships therefore should come on this coast, we wish to recommend caution till these matters and the disposition of the inhabitants be ascertained, before they make the hazardous experiment.

KYN Island, on the coast of Germany, within the Baltic is about 15 leagues at N. by E. from Riga, and 7 leagues at E. by N. from Round Island. It also lies about 7 leagues at N. W. by W.

from Sales. It is about 2 leagues long, and is all foul about it; but the fairway of the channel between this island and the main land of Livonia has from 8 to 9 fathoms.

KYN Rock, on the coast of Norway, is a large rock at N. W. by N. from the entrance into Southford, at the distance of 7 leagues, and 3 leagues at N. W. from the Old Rock or Island. It makes with two sharp points like a bishop's mitre. To the northward of it about 2 or 3 leagues lies Orriack.

KYN Sound, is a great sound which runs in at E. by S. from the KYN Rock far up into land, on which are the towns of Waldres and Easter Dale. See KYN Rock.

KYNAIRD'S Head, on the coast of Scotland, the same with KINNAIRD'S, which see.

L.

LABOS Island is a small island of the Canaries in the N. Atlantic Ocean, between Lancerota and Forteventura. It is very foul on the N. W. side; but ships may anchor on both sides of the island in 15 or 20 fathoms, as they may also in 6 fathoms about a cannon shot at S. W. by W. from the W. point of that island, and lie landlocked for all winds except for a N. W. or a S. E. wind. The coast of Forteventura lies to the N. E. and is very foul.

LABRADOR, is a country of North America, frequently called by the name of New Britain and Ekimaux or Esquimaux, having Hudson's Straits and part of the North Atlantic Ocean on the N. E. with the same ocean also on the E. Groeland also lies to the N. E. On the S. E. it is divided from Newfoundland by the straits of Belleisle, and on the S. it has the gulf, and river of St. Lawrence, with part of Canada, and Hudson's Bay on the W. Its extent is from lat. 50 deg. to 63 deg. N. and from long. 51 deg. to 79 deg. W. For an account of the inhabitants, see ESQUIMAUX.

LABRADOR Cape, is the N. entrance into the lake of Labrador, in the island of Cape Breton, in the Gulf of St. Lawrence, from which along the coast to the S.

S. point of Gabaron Bay there is a depth of from 20 to 75 fathoms.

LABRADOR Lake, on the island of Cape Breton, has two entries, of which the principal or grand entry is a league and a half from Port Dauphin or St. Anne, and there is safe anchorage among the islands of Sibou; the lesser entry is about 2 leagues from Spanish Bay, and the island which forms the two entries is as long. - This gulf is about 20 leagues in length, and about 3 or 4 in breadth in the broadest part.

LACA DIVES Islands, a cluster or groupe of islands to the westward of the peninsula of India, extending from 10 deg. to 14 deg. of N. lat. and from 70 deg. to 73 deg. of E. long. The N. part of them is more particularly laid down to be in lat. 13 deg. 33 min. N. and long. 69 deg. 58 min. E. and the E. part in lat. 10 deg. 3 min. N. and long. 71 deg. 25 min. E.

LACARBONIERE on the coast of Spain in the Mediterranean, is to the N. E. from Cape de Gatte, which has a fort to defend a small bay or harbour, in which is 15 fathoms water. In this bay is a small island. There is also anchorage to the S. W. round the point in 12 and 13 fathoms nearly under the hill called, the Round Table. In all the small bays round Cape de Gatte there is anchorage in a good depth of water.

LACATECOLULA, an Indian town on the W. coast of New Mexico, is 4 leagues from the river of Limpá; but there are some Spaniards among them with which ships may trade. See LIMPA.

LACKPUT Nagir, is a very good port of the principality of Cutch in the N. E. part of the Arabian or Indian Sea. Anjar, Mandavea, and Monnoró, are three others, each of which is supposed to be as large as the capital city of Cutch, that is 4 miles in circumference. The air of this country is serene and clear from September to May, but the rest of the year it is dense, though not unhealthy. See CUTCH.

LADA Island, one of the Malaccas so called, in the entrance of the Malacca Straits, near the coast of the peninsula of Malacca, and E. a very little northerly from the port of Achen at the N. W. end of the island of Sumatra.

LADARONE Islands, are about 9 or 10 in number, near the coast of China, to the southward of Macao at the mouth

of the river of Canton. One of these is distinguished by the name of the Great Ladarone or Ladrone. They lie to the westward of the Lema Islands and Asses Ears, in lat. 22 deg. N. and long. 113 deg. 56 min. E. About 4 miles at W. by S. from these islands there is good anchorage in from 10 to 12 fathoms. It is necessary to go to the leeward of the Great Ladarone Island, because if the wind should blow strong, and the current set with it, there will be very great difficulty to fetch Macao. From the place of anchorage ships may keep along at N. W. by W. or N. W. as wind and weather will admit, till they come into 9 fathoms; when the castle and island of Macao will bear at N. W. half W. at the distance of 4 leagues and a half or 5 leagues, the Island Jaggera will be at N. N. W. half W. a league and a half distant, and the nearest of the Ladarone Islands about the same distance. The flood tide here sets N. E. by E. and the ebb S. E. by E. The Island Ladarong bears E. S. E. and W. N. W. with the great Island Lantoune at the distance of 7 leagues.

LADARONG Island. See LADARONE.

LADE Ford, is to the S. W. from Charn Point on the E. coast of Greenland, in the direction of the coast, to the southward from 70 deg. of N. lat.

LADOGA Lake, situated at the S. part of Russian Finland, is of very considerable extent. It communicates with the eastern extremity of the gulf of Finland, by means of the River Nieva, and consequently with the city of Peterburgh. The Lake Onega also to the N. E. communicates with this lake, but is not so spacious or extensive. See NEVA or NIEVA.

LADRONE Islands so called from the circumstance of Maghellan's touching at the island of Guam, where he was plundered of some of his goods by the natives in 1520, in his circumnavigation. It means Thievish Islands, and by that name they have ever since been known. They are about 600 leagues to the E. of Canton in China. Captain Dampier gave the name of bread-fruit to a fruit which was found here, probably from its use by the natives; which grows on trees of a similar size and height to our largest apple-trees, and nearly in the same manner as our apples. The fruit is as large as a penny loaf, when

when the price of wheat is moderate, and round, with a tough and thick rind or coat. This is gathered by the natives when it is full grown, before it is ripe, when they bake it in an oven, and, after scraping off the black crust, the inside is soft, tender, and white, like the crumb of a penny loaf, without any seeds or stones in the centre or other parts of it.

These islands are about 400 leagues from the Philippines, having Japan to the northward and New Guinea to the southward. Farellon is the most northerly island, and Ban the most southerly, and they extend about 150 leagues. They all possess a serene sky, and a mild and pure air, with a moderate heat; and most of them are full of towns of 100 or 150 houses each. Guam, Saypan or Rota, and the others are noticed under their respective heads; and we should notice the names of Bato, San Baravel, Santa Rosa, Tinian or Buenavilla, Aguijan, Anatacan, Serignan, Guignan, Alamaguan, and Pagon. They lie between 11 deg. and 22 deg. N. and from long. 141 deg. to 148 deg. E. Ships should not be here in the rainy season, the latter end of July or beginning of August, as it is very dangerous. See TINIAN, &c.

LADY Bay, of which St. John's Cape is the E. point, is on the E. coast of Newfoundland, in that part where it trends in to the westward facing the N. About 12 or 14 leagues to the E. of that cape is another, off which are several islands. See St. JOHN's Cape.

LAERTA Gulf, on the W. coast of Albania or Greece, near the S. E. part of the gulf of Venice, is to the N. E. from the island of Maura, and N. N. E. from Cephalonia Island. It is formed by two projecting points of the land, and has in it some small islands, in about lat. 39 deg. 10 min. to 18 min. N.

LAERWICK, on the coast of Norway, is a large sound at the distance of four leagues to the W. S. W. from Farder Island, containing many bays and creeks, where fir-timber and deals are loaded. Pilots must be taken for these difficult places, and may be had either at Point Roge, or at Farder Island.

LAGGAN River, is a small stream of the country of Antrim in the N. E. part of Ireland, which passes the town of

Lisburne in its course, and falls into Carrickfergus Bay.

LAGILLASTRE, perhaps called LAGUILLASTRE, on the E. side of the island of Sardinia in the Mediterranean, is at the mouth of a river that falls into the sea on the southward of the projecting land of Monte Santo, near which is a distinguished high mountain so called. There are some islands in the mouth of the bay, and within these is good anchorage in from 9 to 7 fathoms water, which serve as a shelter to the harbour. The southern point projects out in a narrow peninsula.

LAGO Bahias or Bays, on the coast of Chili in South America, and on the South Pacific Ocean, is 3 leagues to the N. from the N. point of Ancon; and to the N. of that is Point Godoi at the distance of 4 leagues. The Bays of Lago is a very bad place, into which no ships will go but upon the greatest necessity; and even then, they must keep close to the N. shore of the entrance at their peril, because the S. shore is foul, and has many dangerous shoals that run out very far into the sea, and make it difficult to know the channel. It is not to be expected that pilots should here be met with. See ANCON Cape.

LAGOA Bay, to the E. a little northerly from the Cape of Good Hope, is in lat. about 33 deg. 25 min. S. and long. 25 deg. 40 min. E. This is the S. E. coast of Tierra de Natal in the southern ocean; and this bay is situated between St. Christopher's River on the N. and Cape Patron on the S. To sail for this bay, either from the N. or S. a ship should not come too near the coast; and before any attempts are made to approach the bay, it is best to let it come open, especially with a N. or N. E. wind, when a heavy sea always rolls along upon the coast, and particularly between the entrance into this bay, and the southern extremity of the channel of Mosambique to the northward, or the passage between the island of Madagascar and the main.

LAGOA Cape, on the W. coast of Africa, is 8 leagues at N. E. by E. from Whidah or Ardra, and all the way a fair coast. From hence to the passage called the channel of Lagoa it is 5 leagues more; and about a league westerly from Lagoa stands a double topped tree, which

which is a mark for knowing the coast. Before the river there is a great shelf that quite choaks it up, except at the E. side, where a small shallop or long boat may row in, though not without danger of being overfet. This channel alters 5 or 6 times in a year, being sometimes deep on the W. side, sometimes on the E. side, and sometimes in the middle; but there is 7 or 8 feet water, when it is shoalest. Care must be taken in coming in, that vessels are not overfet by a rolling sea; and to avoid it as much as possible, keep to the eastern shore, both for going in and coming out, as the waves break very much always on the western shore. There is depth enough within for sloops and yachts. Tornadoes are very frequent upon this coast, and may be foreseen by the rising of black clouds in the W. and S. W. which commonly precede them. On discovering these signs, hand all the sails immediately, except the fore-sail, that may be kept in the brails to command the ship and run before the wind as necessity may require, as whatever is got on these occasions will be to windward. The author has been assured that, in one of these tornadoes, a slave ship was carried off from the coast to such a distance within the space of 24 hours, as would have taken 3 weeks to effect, by working out of the gulf against the wind, without such assistance. From the Lagoa ships may run along, having on the western side some rivers, as the Albo and Doda, till they come before the city of Caran. See **ALBO** and **CARAN**.

LAGOA Channel. See **LAGOA Cape**.

LAGOON Island, an island of the S. Pacific Ocean, is in lat. 18 deg. 47 min. S. and long. 139 deg. 28 min. W. and has 2 deg. 54 min. of E. variation, a little to the westward of it. There is no bottom within a mile with 130 fathoms, nor does there appear to be any anchorage near it.

LAGOS Bay, on the S. coast of Portugal, is a large and spacious, as well as a convenient bay of the N. Atlantic Ocean, in the direction of E. by N. from Cape St. Vincent 6 leagues, and about 8 leagues to the W. of Faro Bay. It has a free and open entrance, and is capable of receiving a fleet of ships. Most of the English merchant vessels that are bound for the Straits of Gibraltar touch here to take in fresh water, and some-

times to wait for a favourable wind. The port town, which gives its name to the bay, is situated on the W. side of it, in lat. 56 deg. 45 min. N. and long. 9 deg. 27 min. W. The harbour is defended by two sconces or forts, and large vessels may navigate the bay. Mount Chigo, which lies within Lagos, and may be seen far off at sea, is a mark for all this coast from St. Vincent's Cape to the eastward. The town of Villa Nova is 4 leagues to the eastward, and at the distance of 3 leagues from Lagos, and 1 from Villa Nova, there is a sunken rock, of which ships passing along between them must be careful. Though the haven is but small, and can only be entered with the tide, the road in the bay is very safe in winds from the N. to the N. W. and has from 10 to 12 fathoms, clean ground, and a hard sand.

LAGUARIBA River, on the N. coast of Brazil, is 10 leagues at S. E. by E. from Bahia Baxa, on the W. side of which is the fort of St. Lawrence, and the point of the river is called Cape St. Lawrence, as the other point is called Punta or Point Onzan.

LAGUILLASTRE. See **LAGILEASTRE**.

Cape LAGULLAS, on the S. E. coast of Africa, is at the distance of 30 leagues to the E. S. E. from the Cape of Good Hope. It is frequently called *L'Aiguilllas*, or *Needles Cape*, and is noted by seamen as the last land kept in sight, after passing the cape, on launching into the Indian Ocean. See **NEEDLES Cape**.

LAGUNA, in the island of Teneriffe, one of the Canaries, in the N. Atlantic Ocean, is in lat. 28 deg. 29 min. N. and long. 16 deg. 18 min. W.

LAGUNAS, at the bottom of Campeachy gulf, in the S. W. part of the great Gulf of Mexico, of which there are several, are salt lakes, at the entrance of one of which is Port Royal. See **PORT ROYAL**.

LAHOLM, in a bay contiguous to the Koll on the E. shore of the Cattegatte Sea, or coast of Sweden, is 2 leagues from Holmsted, and is one of the small ports or rivers where ships come to load. It is a town of Halland in S. Gothland, and is situated at the mouth of the river of Laga, near the entrance of the Baltic, and in lat. 56 deg. 32 min. N. and long. 13 deg. 20 min. E.

LAHOV. See **LEHOV**.

La LAJA Island, is a very small island in the midway between Callao Cape and the island of St. Lorenzo, on the coast of Peru, in the S. Pacific Ocean. There is only from 9 to 12 feet water between this island and the cape, but to the N. of the island there is 4 fathoms and still deeper water on the W. side.

LAIRE de Maon Island, near the S. E. point of the island of Minorca in the Mediterranean, between which and the point is a good channel, and on the point is a white round tower, formerly a fire-tower. There is a sunken rock to the S. W. of it. This island is 3 leagues distant from the entrance into the harbour of Port Maon at S. S. W. and due S. from the southernmost part of the principal island of Minorca. This island is altogether a barren rock, on which some salt is made; but it was formerly well stocked with rabbits. See *MAHON*.

LALAND, sometimes called *BOOM-LAND*, is the second in situation of the Flemish banks, that lie between Ostend and Nieuport, which ends against the town of Nieuport. See *BOOMLAND*.

LALAND Island, is an island belonging to Denmark, situated in the opening to the Baltic to the southward of the island of Zealand, from which it is divided only by a narrow channel. It is in lat. 55 deg. 15 min. N. and long. 13 deg. 4 min. E.

LANANAY Island, is one of the principal islands on the N. and W. of the gulf or Bay of Honduras, near the coast of Yucatan, on the S. shore of the great Gulf of Mexico between N. and S. America.

LAMAS River, on the W. coast of Africa, is about 12 leagues to the southward from the river of Forcades, and has a very similar appearance to that river, so as not to be distinguished easily from it in coming from seaward. It may be known, however, by this difference, that there are no trees here, similar to those which so particularly distinguish the Forcades river. Inattention to this circumstance has induced some to run up this river, till the ships have grounded, and the seamen, in escaping, have fallen into the hands of the cannibal negroes. Cape Formosa is about 20 leagues at S. by E. from this fatal river.

LAMB Head, is the N. W. point of the entrance to the river or sound of Kenmare near the S. W. part of the coast of Ireland.

LAMBAY Island, to the northward of the peninsula of Hoath, on the starboard side of the approach to the bar of Dublin. The small island called Ireland's Eye is nearer to Hoath. Ships may ride under Lambay on the N. side, for southerly winds in 12 or 13 fathoms; but for a sea wind, they must shift to the W. side, opposite to a gentleman's house, though it is not very good riding there, as a great sea always comes in under those circumstances. The haven of Drogheda is about 5 leagues to the N. N. W. from this island; between which, but nearer to the island, are the rocks called the Skerries, close to the land. It is in lat. 53 deg. 28 min. N. and long. 6 deg. 45 min. W.

LAMBERT Bay, on the N. E. side of the island of St. Christopher's or St. Kitt's in the W. Indies, is between Sand Hill Bay to the S. E. and North Frizar's bay to the N. W. It is at the isthmus or narrowest part of the island, nearly opposite to Giants Cove, where it is little more than a mile across.

LAMBO Island, in the eastern Indian Ocean, is to the E. of the island of Java, between Bali or Little Java island on the W. and Cumbava or Cambaya island on the E.

LAMBO Ness, or the N. point of the Shetland islands off the N. point of Scotland, is in lat. 61 deg. 15 min. N. and long. 2 deg. 11 min. W. and has high water on full and change days at 4 o'clock, an hour later than it is at the S. point of these islands.

LAMERE Sand, on the W. coast of France, stretches out from Point St. Marc on the main land near Rochelle, half way of the channel between that point and the S. E. point of the island of Rhé, nearly due W. from Rochelle.

LAMHOLME Island, one of the Orkneys so called. Ships may sail close by the point of Ross Ness, leaving this island of Lamholme on the starboard side, and so keep the island Pomona on board up to Cair Sound.

LAMO Island, is an island and kingdom of the E. coast of Africa, on the coast of Melinda or Zanzibar, in about 3 deg. of S. lat.

LAMORNE Point, on the coast of Cornwall, is near the S. W. limit of St. Mount's bay, and but a few leagues from the Land's End, and the eastern limit of a small creek at the mouth of a river which runs into the sea from St.

Burien. Boscawen's Island is to the W. of it.

LAMPIDOSA Island, is one of the islands of the Mediterranean, which lie between the island of Malta and Cape Bona on the Barbary shore. Pantalaria island lies from Cape Bona at E. by S. or E. S. E. at the distance of 16 leagues, and this island of Lampidosa is to the S. by E. from Pantalaria 28 leagues. It has a good road, where both fresh water and provisions may be procured, and safe riding from northerly and N. W. winds. Limosa island is 10 leagues at N. N. E. from it. This island is in lat. 35 deg. 34 min. N. and long. 12 deg. 41 min. E.

LANAS Bay, in the island of Anglesea, is an inlet or small gulf near the N. E. part of the island, the entrance of which is nearly due W. about 7 or 8 miles from Prietholm island, which lies without Ormshead Point at the N. point of the entrance of the Menai Straits. It is about S. S. E. from Hilary Point, the most northerly point of the island to the eastward, as Carren Point is to the westward.

LANATE Island, in the Archipelago, is to the S. of the island of Tino, and on the W. side of Myconis or Mycone, between which are some smaller islands. The N. and S. ends are rocky, but the W. side of the island is clear and open.

LANCASTER, which is the county town of Lancashire, is situated near the mouth of the river Loyne or Lune, over which it has a fine stone bridge. It has a port for vessels of moderate burden, and carries on a very considerable foreign trade, especially to the W. Indies. The church and castle are situated on a very high hill, contiguous to each other nearly; and on the top of the castle is a square tower, called John of Gaunt's Tower, from which there is a charming prospect towards the sea, commanding an extensive view as far as to the Isle of Man. Hence it serves as a guide to ships at sea. It is in lat. 54 deg. 4 min. N. and long. 3 deg. 5 min. W. and has high water on the days of the spring tides at a quarter past 11 o'clock. By the late act of parliament for raising 20,000 seamen for the service of his majesty's navy, this port is to furnish 163 men. To go into Lancaster river, when a ship is about 3 leagues or 3 leagues and a half distant from the mouth of the river, bring a

castle that is upon the main, to the E. of which near the shore is a small island, at N. N. E. and that course will lead in between the sand in 5, 4, 3, and 2 fathoms water.

LANCASTER Bay, is a sound or inlet, on the western coast of Sir Thomas Smith's Bay, in the north-western part of Baffin's Bay in N. America, of which the most southerly part is in lat. 74 deg. 20 min. N. and the most northerly is called Alderman Jones's sound, and is in lat. 76 deg. N. It is sometimes called Sir James Lancaster's Sound.

LANCASTER Sound. See LANCASTER Bay.

LANCEROTA Island, one of the Canaries in the North Atlantic Ocean, at the distance of 180 leagues to the S. S. W. from Cape St. Vincent's on the coast of Portugal. It has several havens and roads; but there is one at the N. E. end, between the two islands of Alegranza and Graciosa, where ships may come in from the northward, and lie land-locked for all winds in 10, 15, and 20 fathoms. It is called El Rio, and the part of the island which faces the harbour is an exceeding high and steep cliff; from whence there is no access into the island but by a narrow and intricate path that leads to the top of it, and that cannot be ascended by any stranger without a guide, because if he should once miss it, he would probably break his neck before he could find it again. From hence also ships may sail out again to the southward along by the town of Lancerota, off the E. end of which before the town is a good road, but no haven. To the N. E. of this road there is a bank, which must be avoided by running about to the southward of it, and then coming to anchor in from 10 to 12 fathoms on the S. side of the island. There are two other havens on the S. E. side, at the distance of about a cannon-shot from each other, but they are of very inferior consideration, and also dangerous to enter; of these the northernmost is called Porto de Naos, and the southernmost is distinguished by the name of Porto de Cavallos. There are two small islands between these ports, of which the northernmost is the largest, and upon the southernmost stands the ruins of an old castle. From the S. side of this little island there shoots off a reef, and to the southward or westward of that is a bar of about 10 fathoms broad. There grows neither fruit nor vine on the island, and
fish

fresh water is very seldom to be met with, as the inhabitants chiefly use rain water. They have plenty of fish, and a superior kind of cod. See *Porto CAVALLOS* and *Porto de NAOS*. The land of the island is very high, and may be seen at a great distance; it is 15 miles long and 10 broad. The E. point of the island is in lat. 29 deg. 14 min. N. and long. 13 deg. 26 min. W. and it is high water round the coasts of the island on spring tide days at about a quarter before 1 o'clock. See *LOBOS Island*.

LANCIANO, is a city of Naples in the Mediterranean, anciently known by the name of *ANXANUM*, and situated on a small river of the same name of Lanciano, which here falls into the Adriatic Sea or Gulf of Venice, and forms a small harbour. It is about 26 leagues to the N. E. from Naples, and in lat. 42 deg. 46 min. N. and long. 15 deg. 37 min. E.

LANDANOCK or *LANDANOG*, is one of the small places of Cardigan Bay on the coast of Wales, which is of very little importance to seamen, as lying out of the general fairway, and therefore it may suffice just to have mentioned it.

LAND DEEP Channel, along the coast of Holland, is the southernmost of the three channels which point between the sands for the entrance into the Zuyder Zee between the point of Helder on the main and the Texel Island. To find the Land Deep in coming from the southward out of the sea or ocean, get into the soundings of the shore in 4 fathoms and a half, and keep that depth along by it as far as to the outermost buoy. Come no nearer to the shore, on account of the tail of Arian Berker's Creek that shoots off from the coast to seaward, to the southward of Blenk or the S. Sand-hill. If a ship comes out from the sea with a large wind, it may keep the great beacon upon Huyfdown upon Dirkcome's Sand-hill, which is a little to the S. of Kickfdown, but not so high, and sail right in with it to the outermost buoy, that lies in 4 fathoms and a half at low water, and nearer to the westward grounds, or the S. Sand. Leave this buoy on the larboard side, and run along to the eastward of it, between it and the shore, at N. E. and N. E. by N. Unless a ship runs on shore, there cannot easily be any harm or danger to be apprehended on either side. When a ship comes thwart of Kickfdown, it will be necessary to edge off a

little from the shore, to avoid a shoal lying thereabouts at a small distance from the land. On coming to the second buoy, a mill will come to the northward of Kickfdown, which will come into one with Cane Nell's House at the third buoy. From the third to the innermost buoy it is N. E. by E. and ships must run along close to the eastward of it, to avoid the aforesaid little tail of sand, which lies thwart off from the shore, and then sail on within a bow-shot about by the heads, and so along by the shore of Helder.

To sail out by the Land Deep from the Helder, the preceding directions are to be reversed, observing to keep within a musquet shot of the shore of Huyfdown, and about by the heels, and a ship cannot fail of meeting with the innermost buoy, which lies upon the shoalest near the W. shore, in 17 feet at high water, and 13 feet at low water; but that shoal place is not more than above two ships length broad, and within it there is a sufficient depth. Thwart of that buoy there shoots off a tail towards the buoy from the shore, so that ships must run along close by the buoy, leaving it, in sailing out, on the starboard side. The three other buoys are also to be left to seaward, the fairway lying between them and the shore; and, after passing the last of them, a ship will be clear of all the shoals.

LAND Point, on the N. E. coast of Asia, in lat. 61 deg. 48 min. N. and long. 174 deg. 48 min. E. The variation of the compass off this coast is 17 deg. 30 min. E.

LANDECHO, on the W. coast of New Mexico, is in the midway between Heradura and the island of Chira; a town inhabited by Spaniards. It is a good country to obtain provisions, and the Indians are always ready to supply ships that may come on the coast, if they are not prevented by the Spaniards, for the sake of money, and they will even do it privately, whenever they can find opportunities, even without the consent of the Spaniards. See *CHIRA* and *HERRADURA*.

LANDES Island, is to the N. E. of Barboult Point on the coast of France, and eastward from the Groin or Point of Cancale to the eastward of St. Maloes.

LANDFALL Island, is a high and ragged island without the W. end of Maghellan Straits, at near a league distance

from the main. It bears S. 18 deg. E. at the distance of 6 leagues from Cape Defeada.

LANDGUARD Fort, on a point of land opposite to Harwich, which is said to be under the jurisdiction and within the limits of the county of Essex, though situated on the Suffolk side of the River Orwell. It was erected and is still maintained to protect and defend the port of Harwich, as it commands the entry of it from the sea up the Manning Tree Water, and will reach any ship that goes in or out. It is so situated as to look like an island at high water at the distance of a mile at least from the shore; and was a much more considerable fortification when it was built in the time of King James the First than it is at present, as it had 4 bastions mounted with 60 very large guns, particularly those on the royal bastion which would throw a large ball over the town of Harwich. Here is now a small garrison, with a governor, and a platform of guns; and the fort has been refitted and greatly enlarged for the convenience of the officers of ordnance, engineers, and matrosses, and a barrack built for the soldiers. Ships going into the harbour are obliged to keep close to the fort, on account of a sand from the S. shore, besides the small shoals of the Gristle and Guard; but for these and to go into the harbour, full directions have been given under the articles of **ALTARS, ANDREWS, GRISTLE, GUARD, and HARWICH**, which see.

LANDSCROON, is a strong town of Schonen, and S. Gothland in Sweden, situated on the Sound, and possessed of a very safe harbour, with a well fortified castle, and is near 9 leagues at N. E. from Copenhagen, in lat. 55 deg. 52 min. N. and long. 12 deg. 47 min. E.

LANDSOORT, on the W. coast of the Baltic Sea, is a high point of an island which makes the W. point of the Leith or Channel of Stockholm. It lies at W. by N. from the Dantzic Gat Point, and N. N. E. from Oeland at the distance of 24 leagues; but the fairway from Oeland is at N. by E. The great rock in the sea called Hartso between Bar Sound and Landsoort; and ships take pilots from the latter to go to Stockholm, the chief entrance towards which goes in close by the point, between the rock called Karwafen and the shore. About half a league from the shore there is a fair channel.

LAND's End, at the western extremity of the county of Cornwall, frequently called the **LAND's End of ENGLAND**, is 6 or 7 leagues at W. N. W. from the Lizard, and 4 leagues to the westward of Mount's Bay. There is a sunken rock about a league to the S. W. from the Land's End, and about half a league without the land, which comes dry at low water; and on the land, thwart of the rocks, stands a church, and when this can be just seen from a ship over the high land it will be thwart of the sunken rock. When the church is hidden behind the land, a ship will be within the rock, and may sail through between it and the land; but if the church is kept open of the land, then will a ship pass along without it.

In coming from the sea, and making the Land's End at E. or E. N. E. from a ship, two round hills will be seen upon it, on the highest of which a spire steeple may be discovered. On coming somewhat nearer, another spire steeple will be seen upon the outermost end on the low land; and by these marks the Land's End may be certainly known. The ground will then be found to be a whitish sand, with red mingled with shells. From the Land's End to the Cape of Cornwall, or to the island of Breland, the coast is about 4 miles nearly at N. The rocks called the Long Ships lie off the Land's End due W. about a league from the middle point, and the rock called the Rundle Stone, which dries at half ebb, is about a mile or half a league to the S. of it, between which and the shore is 20 fathoms water. The islands of Scilly are also about 8 leagues distant from it to the W. S. W. between these lie the Seven Stones at W. by N. almost seven leagues from it, and at N. E. by E. and E. N. E. almost 3 leagues from Scilly. The sea is seen to break over them. The sharp rock called the Gulf or Welf is also about 3 leagues at S. S. W. from the Land's End, and 6 leagues to the E. from Scilly.

The extremity of the coast, all which may be called by this general name of the Land's End, is about 7 miles in breadth or extent, and makes in 3 points. Of these, the southernmost is called in the Cornish language, Toll Pedon Penwith; or the great hole in the head of Penwith, as there is a great cavern in the cliff, which, on the sea falling into it, occasions a great roaring. What is usually called

called the Land's End, is the next point at the distance of about a league to the N. N. W. from the first. To the N. of this point is a sandy bay called White Sand Bay, in which is anchorage in 12, 10, 8, 7, or 6 fathoms in good ground; and ships may come into it from seaward, or go out from it to the northward of the Long-Ships, without danger. The 3d point is Cape Cornwall, already mentioned, about 5 miles at N. by E. from the middle or most westerly point; from which cape at W. S. W. and at N. N. E. from the Long Ships, are the two small rocks called the Belons, of which the northernmost part is higher than the other. There is another less between these and the cape, but it is always above water, and ships may sail within them without danger. From hence to Waterford in Ireland, the course is 43 leagues at N. N. W. The lat. of the Land's End is 50 deg. 6 min. N. and long. 5 deg. 45 min. W. and has high water on full and change days at half past four o'clock, or perhaps a little later.

LANGAROTE Island, one of the Canaries in the North Atlantic Ocean, appears to be the same as LANCEROTE Island, which see.

LANGE Nefs, in the island of Nova Zembla, in the Frozen Ocean, is in lat. 74 deg. 40 min. N. and long. 53 deg. 36 min. E.

LANGENOUSE Point, is the S. E. point of the Isle of Man, or the E. point of Castletown Bay, at the S. end of that island, and about E. by N. from the island at the S. W. point called the Calf of Man.

LANGLAND Island, is an island of Denmark, situated in the Baltic, near the strait called the Great Belt, between Zealand and Funen, and between Laland and Funen, being a long and narrow island in the direction nearly of N. E. and S. W. It is in lat. 55 deg. 20 min. N. and long. 10 deg. 54 min. E.

LANGLAS Head, is nearly due W. from Dinas Head on the coast of Pembrokeshire in Wales, and the W. point of a deep inlet to the S. to Figsard. On the W. shore of this inlet, which is near a league in breadth, and about the same in depth, just within this head, are two rocks called the Cow and Calf. Strumble Head, which is about a league to the W. from it, is the most conspicuous land between St. David's Head to the S. W. and Penkemas Point at the mouth of the

Tivy or Cardigan River to the N. E. projecting outward from the main. It is probably sometimes called Pennar Point.

LANGSFORD Bay, at the N. W. extremity of the island of Antigua, is on the W. side of Boon's Point, which is the most northerly point of the whole island. It trends from the point to the S. W.

LANGSTONE Harbour, is a very capacious harbour, at the distance only of 4 miles to the E. from Portsmouth, on the S. coast of England, and could contain the whole navy of England, were it not for an unfortunate bar or bank of sand, which stretches across the mouth of it, and renders the entrance for large ships very difficult. There is not a sufficiency of water for ships of a great draught to enter at the ebb tide. The channel to it is nearly due N. round the E. side of the Dean Buoy, or the first starboard buoy of the channel from the S. E. up to Spithead. To go to Langstone Harbour, give it a birth on the larboard of three quarters of a mile, and then run up due N. keeping the E. side of the Horse Sand on board, in 3 and 2 fathoms at low water, for 2 miles and a half or more, to avoid a sand on the starboard, that shoots into the channel obliquely. When within half a mile of the land, and near the sand and ooze along the shore, veer off to the E. for near half a mile, round the point of the starboard side, when the channel will come open due N. between the two points of land into the harbour, in from 2 fathoms and a half to 5 fathoms or more.

LANGUARD Fort. See LANDGUARD Fort and HARWICH.

LANGUEDOC is a district of France so called on the N. shore of the Mediterranean, on the coast of which are the ports of Cette, Lewis, Aigue Mortes, and other places for the security of ships.

LANION, on the N. coast of France, in the English Channel, is to the westward of the Seven Islands, between which along shore are several islands of considerable extent, so very near to the land as to exclude danger. But there are some rocks, about a mile from the shore, between these and the Seven Islands, which are always dry; and without them, about 2 miles from the main, and 4 or 5 miles at S. W. by W. from the Seven Islands are also some other rocks that come dry only at low ebbs. These are, the Lejo, Marten,

Marten, and Menendrence, within which there is no trading port, so that ships coming from the eastward may sail at S. W. by W. and W. S. W. into the channel between the Seven Islands and Green Island, till the point of Rogue or La Clarte church bear S. From thence a W. by S. course, a little southerly, will carry a ship through the fairway between the Marten and the Treacle-pots or Triagons. In steering from this channel to the S. of the Martens, beware of the rocks and shoals that lie in and before Lanion Bay.

LANRODIEN, or Hammon Heil, lies off the Heil of Mannare, at the distance of 8 leagues to the W. by S. and W. S. W. from Point de Pedra, the N. E. point of the island of Ceylon in the East Indies, though it is more by the course, as ships must stand off from the land to avoid a shoal on which there is but 3 fathoms. When a ship is at a sufficient distance, the fort of the Heil is to be brought at S. E. and then steer with it into 4 fathoms and a half, where there is very safe riding and in good ground.

LANRUSTED, is one of those small places in the sweep of the coast of Wales, which lies out of the way of commerce, and for which it is sufficient to mention it.

LANSTEPHEN Point, in Carmarthen Bay. See LLANSTEPHEN.

LANT Island, is one of the islands of the Eastern Indian Ocean, which lies to the S. E. of the extensive island of Borneo. Perhaps it may sometimes be called LAUT Island. It is situated in lat. from 1 deg. to 2 deg. N. and in 116 deg. of E. long.

LANTOUNE Island, or LANT-OE, is at the mouth of Canton Bay, on the E. of Macao, extending from W. S. W. to E. N. E. towards the eastern shore of the main. See LADARONE.

Cape LAPATKA, on the N. E. coast of Asia, is the southern extremity of Kamtschatka, and is situated in lat. 51 deg. 0 min. N. and long. 156 deg. 45 min. E. The variation off this coast was 5 deg. 20 min. E. in 1779.

LAPIS LAZULI Rock, is a small rocky island that is almost covered with the sea, near the coast of Nova Scotia. It is about three-fourths of a league from the island of Monano, and shews the passage into St. John's River, on the N. side of Fundy Bay and La Plate.

LAPLAND, which is the most northerly part of Europe, and is encompassed by

the Frozen Ocean on the N. E. and W. is divided between Russia, Denmark, and Sweden. The country is full of high peaks that reach the clouds, large morasses, and waste and barren plains, though corn is found to grow in some parts of it. The harbours and creeks are, for the most part, almost inaccessible, from the multiplicity of rocks which line the coast. The chief town of Danish Lapland is Wardhuis; and there is good convenience for refitting a ship farther on at Varanger Port.

LAPSAND, a reef so called which runs off from Cronenburgh Castle to the N. W. and must be avoided on entering into the Sound, between the Koll and the coast of Zealand. There is no fear of this sand in coming from the Koll; and it is avoided on the coast of Zealand by keeping a depth from 7 to 8 fathoms.

LARACHE, sometimes called ALARACHE, on the coast of Barbary in Africa, is about 8 leagues at S. by W. from Arzilla, and 18 or 19 from Cape Spartel, or the S. point of the W. entrance into the straits of Gibraltar. From Arzilla to Larache the coast is altogether clean, and some rocks on the shore, and the land somewhat higher than to the N. of Arzilla towards the cape. Within the land also it is higher ground. There is a tower about a mile to the southward of Arzilla, and somewhat farther to the S. are some little houses upon the high land, which cannot well be seen, unless by ships that sail along near the coast. There is also a white cliff beyond Arzilla, between which and Larache there is a very high tree upon the high land, and some other trees near to it; and to ships coming from the northward this great tree has the appearance of a high tower. There is also another great tree to the southward, but not so large as the other; but when a ship comes near to Larache, or by the southernmost great tree, the former great tree will be hid behind the land. These are all very good marks to know the coast by between those two places.

Larache is situated on the S. point of a river, which is very shoal and crooked, and has a castle upon it. It is in lat. 35 deg. 11 min. N. and long. 6 deg. 10 min. W. The N. point is low, and goes flat off and within it, and on the N. side of the river there are some buildings. A bar of quick-sand lies before the river, which stretches off from the N. point, where ships may go in over it with a spring

spring tide, through a creek; it is only in other respects fit for barges and frigates. There is anchorage before it in the road, in 16, 17, and 18 fathoms. But ships that sail along this coast should not come very near to the shore, except there be a hard Levant or E. wind; for in calm weather there sometimes runs such a very high ground sea from the W. or N. W. that it is very difficult to get from the shore. From Larache to Old Mamora, the coast is S. by W. and S. S. W. about 6 leagues, being all the way low land with sand-hills.

LARACK Island, at the mouth of the Persian Gulf, is about a league and a half to the S. W. from the island of Ormus, between which ships may pass into the gulf without any danger, only taking care to give a birth to the S. W. point of Ormus, which is shoal for more than 2 miles off, and steep, not having full 3 fathoms upon it, though there is 10 fathoms within two cables length of it. But the passage between Ormus and the main is preferable, as there is from 5 to 7 fathoms every where. The high land of Gombron can be seen from this island. It is sometimes wrote LARRACK.

Cape LARD or LARDA, on the S. coast of France, near Bovenia, the easternmost island of the Hieres, between which ships that come from the eastward may go in between the cape on the main and the island. But it is necessary to beware of a rock that lies about a league at S. by E. from the cape; and there is also a small rock to the E. from the N. point of Bovenia Island, which appears just above water, of the size of a boat, that must also be avoided. From this cape to the point on which the castle of Berganson stands it is 4 leagues at W. by S. and the distance of the cape from the E. end of the island of Bovenia is about 3 leagues at N. N. E. easterly, having a fire tower upon it, and the first that is seen upon the coast, being the westernmost point of the gulf of Trievul. There are two rocks to the E. of Cape Lard, about a long mile; without which ships must keep that are passing either way, to or from the gulf of Hieres. There is a creek, with a small bay, to the N. of Cape Lard, where there is very good anchorage, and safe from the effect of N. W. and S. W. winds; the shore is clean, and ships may sail along by it in from 8 to 12 fathoms.

LAREDO Bay, is situated on the N. coast of Spain, in the bay of Biscay, and is a good bay, with safe anchorage for shipping, though it is somewhat exposed to the tempests of the great bay. It forms the harbour of Laredo, which is a good port town, and very commodiously situated, about 10 leagues to the W. of Bilboa, in lat. 43 deg. 46 min. N. and long. 3 deg. 51 min. W. Under the article of St. ANTHONY's Hill is a description of the land, for knowing the entrance into any of the ports on this part of the coast. In coming from the eastward from Castro Bay, there is 20 fathoms as far as to the entrance of this bay, within half a league from the shore. In the midst of the sound, to the eastward over against the hill of St. Anthony, lies a range of rocks under water, on either side of which a ship may sail in; they are easily discovered, because the sea always breaks upon them. There is a road for ordinary ships within them a little before the haven, which is built with a wall, in the S. E. part of the bay; but great ships lie further off in 6 or 7 fathoms. On the S. side of this haven there is also a little tide haven, from which there shoots off a great reef from the E. side towards the hill of St. Anthony; there is 2 fathoms water within it right before the village, and from the village there comes a tail of sand lying thwart within, on which is only 1 fathom at low water; but there is 9 fathoms in the midst of the sound. See St. ANTHONY's Hill.

LARIBUNDARE or LARRIBUNDAR, in the N. E. part of the Arabian Sea or Indian Ocean, is the first port of trade within the river Sindia, to which any ship that can go over the bar may go up, as there is more water within the river than upon the bar. Its harbour is capable of receiving ships of 200 tons burden, and the lat. is about 24 deg. 44 min. N. and long. 67 deg. 37 min. E. See SINDIA.

LARGENT Cape. See LARJAN.

LARIONITZ Bay, at the N. W. end of the island of St. Christopher's or St. Kitt's in the West Indies, is between Boyer's Bay to the southward and Convent Bay to the northward, into which falls the small river which is called by the name of Larionitz Gut. There is from 5 to 15 fathoms water in this bay, according to the distance from shore.

LARIONITZ Gut. See the preceding article.

LARISSA

LARISSA, is a city of Turkey in Europe, and the capital of Janna or Theffaly, situated on the river Peneus. It is a good trading place, and lies 54 miles to the S. from Salonichi, and 75 to the N. from Athens; and is in lat. 38 deg. 51 min. N. and long. 23 deg. 36 min. E. It is some distance within land, from the W. shore of the gulf of Salonichi, nearly due W. from the E. point of that gulf.

LARISSA, in Egypt, in the S. E. part of the Mediterranean. See **ARISCH Gulf**.

LARJAN Cape, on the E. coast of Newfoundland, in the North American Ocean, is about 2 leagues to the S. S. E. from Cape Bonavista, having Spiller's Point nearly at midway between them. Off this Cape of Larjan or Largent lies a great rock above water, and the Bird's Islands are between 2 and 3 miles to the N. easterly from it. Flower's Point is 6 miles from the cape, in the direction of N. half W. and S. half E. It is a mark also for sailing without some sunken rocks, called the Flower's Rocks, by keeping it open of Bird Island; which rocks are only known by the breaking of the sea upon them, that is very violent in stormy weather. Though they are 5 miles from Flower's Point, they are not more than half a league from the shore.

LARITA, on the S. coast of France, and the N. shore of the Mediterranean, is 7 leagues at E. S. E. from Cape Crusetta, the eastern point of the bay of Marseilles. It is a small town on the coast, with a creek rather than a river, the entrance of which admits no ships of burden; but there lies a small island before it, where the ships ride, and which forms a kind of harbour to the place. From hence to Toulon is 18 leagues in the same direction of E. S. E.

LARN. See **LEARN**, or *Old FLEET*. It is in lat. 54 deg. 53 min. N. and long. 6 deg. 19 min. W.

LARNTUCA, is a town and harbour of some consideration in the island of Ende, near the N. E. angle of it, which lies W. of the Solars, in the Eastern Indian Ocean.

LARRACK Island. See **LARACK**.

LARRIBUNDAR. See **LARIBUNDARE**.

LARTA, is a large and well-built town of Epirus in Turkey, in Europe, having a harbour, which is very conve-

nient, on a bay of the same name, near the entrance to the Adriatic Sea or Gulf of Venice, and about 12 or 13 leagues to the S. from the island of Corfu. The town stands on the E. side of the bay, in lat. 39 deg. 28 min. N. and long. 21 deg. 25 min. E.

LAS Islands, or Islands de LAS, sometimes called the high islands of Delos, on the W. coast of Africa. See **DELOS Islands**.

LASIPARA Island, in the Eastern Indian Ocean, within the straits of Banca, between that island and Sumatra. It is situated in lat. 3 deg. 10 min. S. and long. 106 deg. 15 min. E. It is frequently called **LUSEPARA**. It is without the S. end of those straits, not far from the coast of Sumatra.

LAST Buoys, of which there are three, are known by the distinct names of E. buoy of the Last, Elbow buoy of the Last, and W. buoy of the Last. They lie in the river Thames, in the way from the Nore to the N. Foreland.

The W. buoy of the Last, which is first met with, in coming down the river, is a black one, and lies in 2 fathoms water. It is about half a mile only from the W. buoy of the Spell, nearly due S. a little westerly, keeping the middlemost of the three copperas houses and Chislet mill at S. W. by W. on George's Farm. There is but 3 feet water on the sand, though near 8 feet almost close to it.

The Elbow Buoy of the Last is about 3 quarters of a mile from the W. buoy, nearly at E. N. E. and better than half a mile at E. half S. from the W. buoy of the Spell. This also is a black buoy, and bears from the E. buoy of the Spell, about one-third of a mile distant, at S. half E. and the thwart mark for this buoy is the same as for the E. buoy of the Spell, only rather more southerly. These two buoys and the Spell buoys form the channel called the Narrows, which lie about E. by N. half N. and W. by S. half S. about one-third only of a mile broad.

The E. buoy of the Last, and the Searn buoy, form a channel from the E. end of the channel of the Narrows about a mile distant at E. by S. half S. and are about half a mile asunder, in the direction of S. W. by S. and N. W. by N. They are both black, and the thwart marks to find them are to get Chislet mill on Reculver church at S. S. W.

W. quarter S. Gore bank is about a mile at E. by S. half S. from the E. buoy of the Last.

LATAKIA, anciently known by the name of LAODICEA, is a considerable town of Asia in Syria, having a harbour. It is the most flourishing place on that coast, at the eastern extremity of the Mediterranean, and carries on a pretty good commerce. The lat. of this city is 35 deg. 40 min. N. and long. 34 deg. 30 min. E.

Golfo de LATRUIE, on the coast of Italy, is nearly due E. from the peninsula of Piombin, and from the Island of the Elba or Elbe; being nearly in the same lat. with the N. end of Corsica.

LAVAPIE Bay, on the coast of Chili on the W. shore of S. America, is situated on the S. Pacific Ocean, opposite to which, and nearly in the mouth of the bay, is the Island of St. Mary, which is 20 leagues from the river Imperial in a direct course at N. N. E. but 24 leagues by the trending of the coast, having Tucapel at 10 leagues distance from the Imperial. On the side of this island next to the main, there is good anchoring ground, and the bay affords good shelter from southerly and westerly winds; but the N. and N. N. W. blows right in, and makes a great sea. This bay is distant from the River Biobio or Viovio near 7 leagues.

LAUDON Bay, on the coast of Scotland, is a little to the N. of the Red-head, the town and haven of Arbroth lying within to the westward. The River of Montrose is to the N. of this bay.

LAUGHARN Point or Port, in Caermarthen Bay, is a little to the W. of the entrance to the Port of Caermarthen. The W. point of the Port of Laugharn bears its name as the E. point does that of Llantstephen.

St. LAURANS, on the S. coast of France, and the N. shore of the Mediterranean is on the W. side of the opening or mouth of the River of Var, to the westward of Nice, and at N. E. from Antibes.

Bay of St. LAWRENCE, on the N. E. coast of Asia, is not far from the E. cape at the extremity of Asia, and not more than 22 leagues from Cape Prince of Wales, at the western extremity of America. It is 5 leagues broad at the entrance, and 4 leagues in depth, but narrows towards the bottom, and has a

sufficient quantity of water, and tolerably well sheltered. No wood is to be obtained here. When the N. E. point of this bay is at N. 43 deg. E. distant 2 miles, and the S. point at S. 58 deg. W. the bottom of the bay at N. 60 deg. W. 2 or 3 leagues distant, and two small islands at N. 72 deg. E. distant 14 leagues, there is anchorage in 10 fathoms water over a gravelly bottom.

LAUREPATNAM, on the coast of Coromandel, or W. shore of the Bay of Bengal, is between Tranquebar and Calderon; but it is a dry river, and of small importance.

LAURUSTED, is one of the small places in Cardigan Bay, on the coast of Wales, which has but little commerce, and does not admit ships of any burden.

LAUS Harbour, is on the N. side of a point at the S. E. end of Fisher's Island on the coast of Lapland. Besides this, are Trepena at the S. E. point, and Kawens on the S. side of the point. All of these places have good anchorage. See FISHER'S Island and KAWENS. From Laus to the River Kola is S. S. E. and from Laus Point both that and the island of Kilduyn may be seen; but the land trends in so as to form a large bay between them.

LAVAL Bay, on the N. shore of the River of St. Lawrence, below Tadoussac Port.

LAVANT River, a river of Suffex, which falls into a gulf of the sea below the city of Chichester. See DELL Key.

LAVARDIN, on the coast of France. See LEVARDIN.

LAVATTO Rock, in the middle of the passage towards the Port of Smyrna, is on the W. side of Mycone Island, and to the southward of Tinos, a little part of which only is above water, and that but a little way. Without due attention, it may be overlooked in dark weather, or in the night; and ships passing through between these islands of Mycone and Tinos, should be careful not to go too far from the Island of Syra, which is on the larboard side, only taking care of another great three cornered rock that is quite under water at the S. end of Syra. See LANATE.

LAWENBURG, on the River Elbe, is subject to Hanover, and about 13 leagues to the S. E. from Hamburg, and has a castle situated on an eminence; it is in

lat. 53 deg. 26 min. N. and long. 10 deg. 50 min. E.

LAWFORD Channel, on the coast of S. Carolina, in N. America, is an inlet to the southward of the N. channel leading in to Charles town. Coffin Land, and Stono Inlet, leading in for Stono River, are to the S. of it, as it has been mentioned already under the article of JAMES Island, which see.

St. LAWRENCE Bay, or Bay of St. Esprit. See *St. ESPRIT Bay*.

St. LAWRENCE Cape, on the N. E. coast of Brazil, in S. America, is the W. point of the entrance into the River Laguariba. See *LAGUARIBA*.

St. LAWRENCE or LORENZO Cape, on the coast of Peru, on the S. Pacific Ocean, is 6 leagues from Port Callao, in the direction of N. W. and in about 1 deg. of S. lat. The Island of Plata lies from it about 4 leagues at S. S. W. From this cape to the Bay of Caracas the course is N. E. and E. N. E. distant 17 leagues, the Harbour of Manta lying between them about 8 leagues to the E. N. E. from the Cape. From the cape to the Harbour of Manta, the land begins high, but gradually falls away to within a league of it; and at midway between them there shoots off a point, from which at a little distance is a rock, and some shoals without the rock, that must be avoided. There is also a bay a little to the leeward of the cape, in which also is a shoal that runs out a league from the shore, the Frailys or Friar's Rocks being between it and the cape. It is very high and steep at the cape, but the strand under it is clean, and free from danger.

St. LAWRENCE Gulf, within the Island of Newfoundland, in N. America, is bounded by the coast of Labrador, or New Britain on the N. by Nova Scotia and the Islands of Cape Breton and St. John's on the W. the S. W. and the S. and by the Island of Newfoundland on the E. A current is always found to set into this gulf from the N. Atlantic Ocean, towards Canada in the months of June and July, and on the contrary, a current sets out of the gulf in the months of August and September into the ocean, and terrible floats of ice are sometimes met with in those seas, which will upset a vessel, notwithstanding every endeavour to prevent it, when they take it on the quarter.

St. LAWRENCE Island, on the N. E. coast of Asia, in the N. Pacific Ocean,

is in lat. 63 deg. 47 min. N. and long. 171 deg. 45 min. W.

St. LAWRENCE Island, on the coast of Peru, on the W. side of S. America, and on the S. Pacific Ocean, is a long island to the northward of the Cape or Morro Solar, in the direction of N. W. and S. E. At its S. E. end is the small Island of Callao, which is separated from it by a channel of only a quarter of a mile broad. From the N. W. end of this Island of St. Lawrence, about half a league out to sea, there is also another very low island. Within 2 cables length of St. Lawrence Island there is 60 fathoms water, over a bottom of soft ooze. There are no rocks or shoals, except one at about 3 cables length from the shore, near a point of the island opposite to La Galera, which is the W. point of the island; and the sea is always so still there, being broke off from the S. W. to the S. E. by the island, that ships can careen at all seasons, without being under the apprehension of surprise from sudden gulfs and flaws, which is the case farther to the S. This road is indeed open to the N. and N. N. W. but as these winds very seldom blow here, and when they do, in so gentle and easy a manner, that they never occasion any swell of the sea of sufficient importance to injure or damage ships. See farther particulars under *LORENZO Island* and *CALLAO*.

St. LAWRENCE River, is the largest river of N. America, and falls into the gulf of St. Lawrence already mentioned. This great and extensive river issues from the N. E. part of the lake Ontario or Frontenac, which is the most easterly of the lakes of Canada. Its general direction is to the N. E. and on its coming to Montreal it receives the river Outtauais, and then passes on to the city of Quebec. Though it is full of shoals and rocks above Montreal, so that it will not admit large vessels to pass up or down without danger, unless the channel be very well known, it is navigable as far as Quebec, which is above 400 miles from the ocean. Indeed it is navigable for large ships above Quebec, as the tide flows from the sea full 80 miles above that city. It becomes broader and deeper in its progress towards the ocean. At Rosieres Cape, which is deemed the mouth of this river, it is 30 leagues wide, where it forms a part of the gulf. It contains many good bays and harbours on its coasts, and there are

are also some islands in it; and during its long course, it receives innumerable small rivers, and several large ones, particularly those of St. John, Seguinay, Despairies, Trois Rivières, and Outtauais already mentioned. All these are navigable, and for the most part are bold and deep; contributing very amply to render the country extremely pleasant and very fertile. The river of St. Lawrence forms the limit or boundary of Nova Scotia on the N. W. We must not omit to mention that on the banks of this river it is extremely cold, and that it is frozen over for 7 months in the year.

LAXEY Bay, in the island of Man, in St. George's Channel, or the Irish Sea, is situated between the bays of Douglas and Ramsey, and nearly at midway between them on the E. side of the island at about an equal distance also from each extremity of the island. It is a small inlet, where ships may ride at anchor in from 10 to 8 or 7 fathoms water, and be securely sheltered from N. westerly winds. The S. point of this inlet is called Laxe Point.

LAXEY Point. See the preceding article.

LAXFORD Voe, in the islands of Shetland, is the second of the sounds and bays, which the inhabitants call Voes, between the island of Braley and the head land called the mouth of Esweek, and is about to the northward of Deal's Voe. It lies in at S. W. by S. about 2 miles, and has from 4 to 10 fathoms water, good shoalings, clear ground, and good anchorage.

LAY Point, on the W. coast of France, is to the westward of Port Louis, and forms a mark for discovering the situation of the Birvidaux rock. When this point is right over the Point de Croiz at the E. end of the island of Groa, and the northernmost windmill on Quiberon bears E. by N. a ship will be thwart of that rock. See **BIRVIDAUX**.

St. LAZARUS Bank, on the E. coast of Africa, is in lat. 12 deg. 8 min. S. and long. 41 deg. 15 min. E.

St. LAZARUS Bay, on the coast of Patagonia in S. America, is in lat. 48 deg. 52 min. S. and long. 73 deg. 35 min. W.

LEACOTA Cape, in the island of Sicily in the Mediterranean, is on the S. side, at the distance of 23 leagues from Point Mazara at the S. W. extremity

of the island, in the direction of S. E. by E. From hence to Cape Samaris it is E. S. E. about 15 leagues.

Cape LEAN, a name which is more usually substituted by Loup's Head, on the W. coast of Ireland. See **LOUP's Head**.

LEAP or LEPE, is to the E. from Ayamonte on the S. coast of Portugal, between it and St. Michael. It has uncertain bars, which frequently shift, and render it impracticable or extremely hazardous to venture in without a pilot. The bar that goes in to the eastward of the great island is usually considered to be the best; from whence ships go up to the westward towards Taron, and come to Leap, where they take in lading.

LEARN Harbour. See **Old FLEET**.

LEAWAVA, on the E. coast of the island of Ceylon in the E. Indies, a port town of Asia. It produces considerable quantities of salt, and is situated in lat. 6 deg. 40 min. N. and long. 83 deg. 15 min. E.

LEBANON or LIBANUS Mount, to the eastward of the coast of Asia, near Tripoli, at the eastern extremity of the Mediterranean, is a good sea mark to make the port of Tripoli; which being brought due E. from a ship, it may run boldly for the road. It may be seen within 12 or 13 leagues after leaving Cape Grega in Cyprus, and is sometimes visible from the hills about Cape St. Andrew at the E. point of Cyprus Island. On coming near it to the shore, a lesser mountain, a little to N. will be discovered at the foot of Mount Libanus, called Monte Cruis, and as much to the S. of the hill, but to the W. of Libanus, is another hill with a Pico top; between which Pico and the Round Hill is the port. See **TRIPOLI**.

LEBE Bay, is a small bay of the Baltic Sea, situated on the S. coast, between the gulf of Dantzic and the island of Rugen; on which bay is the town of its name belonging to Pomerania in Germany. There are several larger bays near it, that will afford good shelter to shipping in tempestuous weather, and particularly to the E. from this bay.

LEBEDA is an ancient sea-port of Africa, in the kingdom of Tripoli, on the S. shore of the Mediterranean, having a good harbour and an old castle. It is about 28 leagues to the E. from Tripoli, in lat. 32 deg. 50 min. N. and long. 14 deg. 50 min. E.

Pierres de LECK, or the *PATERNOSTERS*, are situated on the N. side of the island of Jersey, near the W. point, being some great rocks so called, a good way off from the shore.

LECUS River, near the N. W. part of Africa, on the N. Atlantic Ocean, forms the port to the town of Larache or Alarche, which stands on its S. bank. See *LARACHE*.

LEDGE Point, on the N. coast of Kent, or S. shore of the River Thames, near its mouth, is to the E. from Westgate Bay, and has Marsh Bay on the W. and Nallan Point, near which is a windmill on the E. It is a mark for sailing along so as to clear the Long Nose, which is to have Seed Mill below Birchington open of this point. From the Narrows to the Long Nose, either in turning up or down, come no nearer to the main than 3 or 4 fathom, nor nearer to Margate sand than 3 fathoms near the Spit, and 5 fathoms further eastward. On coming towards the Long Nose, keep off in at least 6 fathoms. The Ledge Point is also a mark for the swinging beacon, in the Queen's Channel, by bringing St. Peter's Church on it at S. E. half E. at the same time that Reculver Church is at S. by E. half E.

Cape LEDO, on the S. W. coast of Africa, which is situated to the S. of Loango bay, is called by our seamen, the Merry Point; for Ledo in the language of the Portuguese, denotes mirth or joy. It is a low point, and runs far out into the sea, on the N. of which the coast is full of hills and steep for 4 leagues, but green and smooth on the S. See *LOANZO* Bay. It is in lat. 9 deg. 30 min. S. and long. 13 deg. 5 min. E.

Cape LEDO, in the mouth of the river Parayba on the coast of Brazil, in S. America, within Point Lucena. See *LUCENA* and *PARAYBA*.

LEEST is to the westward from the Naze or S. point of Norway. The coast lies at W. N. W. by the land of Leest 5 leagues to the Histero.

LEFOOGA Island, in the S. Pacific Ocean, is only 7 miles long, and in some places not more than 3 broad. It is situated near Hapaeae, and is one of the group called Friendly Islands. The situation of the anchorage near it has been already stated under *Foa*. See *FOA*.

LEFORT, on the coast of Lapland, is

to the N. E. from Weroy island, and its S. W. point is in lat. 68 deg. 35 min. N. and long. 11 deg. 7 min. E. See *LOEFORT*.

LEGAN Port, on the N. W. part of France, is to the northward of St. Matthew's Point, and southward from Point Vinotier and Conquet, in a bay of the coast. Both the S. and N. points of this bay have sands shooting off from them directly to seaward, so that ships coming in here, must keep a good offing, and when the port is due E. and the windmill a little within land at E. N. E. sail right in towards the deepest part of the bay.

LEGASTAS More, or *MORE* Legastas, a sea mark on the S. coast of Africa, being a very high tree so called on the main land over against the island of St. Paul's, the City of Loango St. Paul being near the said tree by the sea side, but on a rising ground.

LEGEADE, an island so called, on the coast of Pegu, near the eastern shore of the Bay of Bengal, is a direction for ships sailing into the Negrais from the eastward, between it and the Diamond Island, so as to get the latter at E. about 6 or 7 miles.

LEGER Nefs, the E. point of Lincolnshire, at the extremity of the land from Boston-deep, from whence the coast trends away towards the N. W. for the Humber. It is a mark for sailing into Boston-deep, directions for which are there given after the nefs is brought at W. N. W. pretty near the shore. There are some trees on the point of the Nefs which also are a guide for ships sailing along this coast. From the Nefs to the Humber is about 7 leagues at N. W. between which is Saltfleet Haven at the distance of 5 leagues from the Nefs, a little to the northward of the spire steeple of Wilgrip; but there is a sand thwart of the haven, about a mile from shore, called Sand Hail, without which it is most advisable to pass.

LEGHORN or *LIVORNE*, in Italy, is the ancient *PORTUS LIBURNUS*, being a well fortified city, and has also two fortresses on the sea side, and a citadel on the land side. It is a free port, which makes the commerce here very considerable, and is consequently a great resort for merchants from all nations. The harbour is very secure, but is liable to be choaked up, so that the slaves are constantly employed in clearing it, and

and the sand which is taken out of the harbour is carried to the marshes which are contiguous to the city, and proves a means of rendering it more healthy. Though foreign merchants only pay two piastres or scuds for a bale of goods of any bulk or quality whatever, so great is the importation of merchandize, that this small duty produces a very considerable revenue to the duke of Tuscany. But the inland duties are very high, for nothing passes in or out of the city by land, but is heavily taxed to the inhabitants. The imports from hence to Great Britain consist of silks, wine, and oil. A light-house lanthorn has been erected here for the benefit of navigation, which contains 30 lamps, on a rock without the harbour; there is also a lazaretto on the shore, where persons or goods suspected must perform quarantine.

This port along the coast from Porto Spezia is about 14 leagues at S. E. by S. but it is 38 leagues at E. by S. from Cape de Melle, and from Cape Corso, which is the N. point of the island of Corsica, it is 23 leagues at N. E. by E. Between these last is the island Gorgona, about 7 or 8 leagues from Leghorn; and when a ship is to the length of that island, the mountain of Leghorn or Mount Negro will be seen, and may be kept in view all the way. In coming from Cape de Melle or Cape Mella, this mountain is seen just over or behind Leghorn. On approaching the city, a rock will be discovered in the sea, on which is a tower, and is known by the name of Malora. It was built as a mark for the port, and is situated on the point of a long reef or bank of sand, called also the Malora, that runs off from the shore at N. by W. from Leghorn, and N. W. from the mouth of the river Arno. This is about 5 miles in length, in the direction of S. and S. by E. and S. S. E. and is so shoal that no ships can go over it; the sea within it is like a bay, and this sand, by thus breaking off the force of the sea on the N. W. makes the road of Leghorn to be an admirable and safe harbour, with very good anchorage in any depth of water in from 3 to 15 fathoms. The only direction necessary for entering this road, is to keep the rock on the Malora on the larboard side, so as to give it a birth of about half a mile, and then run with it into the road, and anchor

any where, being all a clear sound within and good shoalings. The Malora rock and light-house are nearly due E. and W. from each other, or not above half a point from it, and the passage between them is 3 miles and a half.

There are 4 stone towers to the N. of the mole head, which are built in the water, and are called watch towers, though there is no watch kept in them: but they are good marks to pilot ships which go into the mole, and the outermost, which is called the powder tower, and is the largest of them, is due N. from the mouth or entrance of the mole. It very seldom happens that large ships go into the mole, though they might do it; because the road is so good, that they deem it unnecessary, unless they are chased in by rovers and pirates, in which cases great ships have run in at all hazards, and pilots come off immediately to bring them in. There is a great rock above water just at the entrance into the mouth of the haven; that looks like an island, and has several rocks about it, especially on the N. side towards the Powder Tower; but the channel lies in on the S. side, between the rock and the mole, and the cannon of the fort command the entrance, so that no enemy will venture into the harbour in pursuit. The harbour is divided into two parts, the outward and the inward; but the great duke's galleys solely occupy the inner harbour. The outward mole has a strong barrier of stones, the length of which is about 600 common paces, and the breadth of the harbour 1500; but it is shoal in the middle of the harbour, and ships of burden are safer when fastened to the side of the mole than in the harbour itself. It is in lat. 43 deg. 28 min. N. and long. 10 deg. 25 min. E.

LEGORE, on the E. coast of the peninsula of Malacca in the eastern Indian Ocean, is in lat. about 8 deg. 30 min. N. and long. 100 deg. E. It is on the W. shore of the gulf of Siam, within the N. part of a pretty large island at a small distance from the main, and is a point from which the land trends away to the N. W. so as to form a bay between it and the island from the N. From Cape Petany, which is to the S. E. there is a depth of from 10 to 11 fathoms and from hence forward to Pulo

or

or Island Claife there is from 14 to 15 fathoms.

LEHOU, on the W. coast of Africa, is 20 leagues at E. and E. by S. from Druin, having the river Cutro, Catrehoe, or Catelahoe, and some other small places between them. It is known by a very high tree which stands to the E. of it, with a forked top, the branches of which stand E. and W. Hither the Indians come in their canoes from Catrehoe and the Cape, and bring teeth in great quantities; but a good watch should be kept upon them, as they are or lately were all thieves and murderers. It is the easternmost land of what is called the Tooth Coast, and the place from whence the Quaqua Coast begins. The current sets gently off this coast, about a mile an hour, in the direction of N. E. by E. and ships must not venture too near the land here in thick and hazy weather, where there are no soundings, because they may be on shore before they are aware. There is a depth of 45 fathoms within about 3 miles and a half from the coast, and no ground at 2 leagues from it. Under the Cape is good riding, in from 8 to 14 fathoms, as near as may be agreeable, in strong holding ground; and to the E. about 5 leagues is Jaco la hou.

LEIGH's Island, near the coast of New Ireland in the Eastern Indian Ocean, off the S. E. end, is about half a mile only in length, and is connected by a ledge of rocks which runs off from that end of the main island. To the eastward of it is a bluff point lined with rocks, and between them is the passage out of Carteret's Harbour. Booby Rock, which is about 3 quarters of a mile to the S. W. from the point, forms with Leigh's Island an equilateral triangle. Ships may leave this rock on the larboard or starboard, as wind or current may render advisable, and come out into an open bay.

LEIGH Port, on the N. shore of the Thames, within its mouth, and on the Essex coast, is at the E. end of Canvey Island, above Milton, and a little to the eastward of Hadleigh Castle. It is a noted place for oysters, and is a good road for ships, in lat. 51 deg. 31 min. N. and long. 42 min. E.

LEJO Rock, on the N. coast of France, in the English Channel, is one of those which are sometimes dry at very low ebbs, situated about 4 or 5 miles to S.

W. by W. from the Seven Islands. The Marten and Menendrence are the others; but there is no trading port within them. See LANION.

Little LEJON, or PELE, on the N. coast of France, is above 5 miles at N. W. by W. from Herqui Point. When the rocks Contefs are on with a rock that lies by Chaussepiret Point, near Lejons, and the Robinet Rock on with Frehel Church, these marks bring a ship right upon it. Lejon is nearly due W. from Cape Frehel, and about an equal distance in the direction of E. from the W. shore of Brieux Bay, or Point Minor, but somewhat nearer to the latter; and when the westernmost of the Four Robins, or Robinet's Islands, is on with a house on St. Michael Duvardelet's Island, and the Martinet's Rock on with St. Brieux's Windmill, at S. half W. is the mark for it, and the Bouvillons Rocks are at the distance of two cables length more northerly. The Lejon comes dry at low water, but the Bouvillons never do.

LEITH, is a sea-port town on the S. shore of the Frith of Forth in Scotland, and properly may be deemed the port town of Edinburgh, from which it is only 2 miles distant. It is a large and populous place, and the town stands on both sides of the harbour, that is formed by the little river called the Water of Leith. A stone pier that projects into the sea a considerable way formed the old harbour, but an elegant draw-bridge has been lately erected, and a new basin and docks are to be added, which will render this port extremely commodious. The road affords excellent anchorage for shipping, and, as a proof of the plenty and cheapness of the necessaries of life, a large fleet of ships of the line, and about 500 sail of merchant vessels lay here wind-bound for several weeks in the year 1781, and was supplied with provisions of every kind from the market at Edinburgh, without occasioning any advance of price. It has a very extensive trade, especially to the Baltic, Germany, Holland, France, Spain, and Portugal, as well as to America, the West Indies, and other parts of the world, besides a very extensive trade to London; as it has several very thriving manufactories, some extensive rope works, besides six glass-houses, and other large works. It has been remarked, that the vessels it employs in the London trade are, in general, of a large size, and con-

constructed with peculiar elegance; but the largest ships are those which are employed in the Greenland whale fishery.

Leith road, where ships usually ride, is about a league at S. S. W. from Inch Keith, or perhaps near 2 leagues from the N. end of the island, and when the town of Leith bears S. or S. S. E. there is anchorage in from 5 to 8 fathoms, at the distance of half a league from shore. In coming from Inch Keith, get round to the westward of it, so as to bring the island at E. N. E. about the middle of it. It has been remarked generally of the Forth, that in a less depth below Leith than 12 fathoms there is every where good anchorage in clean ground.

To go into the haven, it is necessary to enter with the flood, or at the top of high water, and leave the beacon, which is at low water mark, on the larboard side, and then to stand right in for the pier heads; between which heads the tide flows 13 feet on spring tides, and ebbs out to the distance of half a mile from the heads, so as to flow from 16 to 17 feet in the offing. Its lat. is 56 deg. N. and long. 3 deg. 7 min. W. and has high water on full and change days at half past 4 o'clock.

LEKEYO, in the Eastern Indian Ocean, is an island of considerable extent from N. to S. in the direction of E. N. E. from the island of Formosa, the S. end of which has been laid down in 25 deg. 30 min. of N. lat. and 128 deg. 25 min. of E. long. Its N. end appears to be in lat. 28 deg. N. but the breadth is not more than one-third of it in any part. To the eastward from the S. end of the island are the small islands called Kutakia, as those of Matchi on the other hand are at W. by S. There are some others also at a distance from the W. coast, of which Brimstone Island is the most northerly and the most considerable, being at least a deg. of long. from the W. coast of the island, and in lat. about 27 deg. 15 min. N. Of its produce, harbours, &c. we have no information.

LEMA islands, to the southward of the mouth of Canton River, the principal of which, or the Grand Lama, is 51 leagues at N. 60 deg. W. from the Prata Shoals. After making these islands from the eastward, it is necessary to pass to leeward of the Great Ladrone Island. See LADRONE.

Le MAIRE Strait. See MAIRE Strait.

LEMAN Lake, or Lake of GENÈVE. See GENEVA.

LEMBRO Island, in the Archipelago, is about 22 miles in circumference, having a town of the same name, with a harbour, in lat. 40 deg. 25 min. N. and long. 26 deg. E. It is on the eastern coast of the peninsula of Romania. It appears to be the same island that we have already noticed under the name of Embro. It was anciently called Imbros. See EMBRO Island.

LEMINGTON or LYMINGTON. See LYMINGTON.

LEMMER, is a sea-port town of Friesland, near the Zuyder Zee, at the distance of 8 leagues to the N. E. from Enchuyssen, and 2 to the N. W. from Kuyneder, and 5 and a half to the E. from Stavoren.

LEMMON Sand, on the coast of Norfolk, is about 9 leagues at N. E. by E. and N. E. half E. from Haseborough, in the direction of N. W. by N. and S. E. by S. It is about 6 miles in length, and has only from 7 to 8 feet upon it at low water; but there is from 20 to 22 fathoms on every side of the sand close to it. Without this sand, at the distance of about 2 miles, is the Ower; and between them is a channel of 22 fathoms.

LEMNOS Island, in the Archipelago, or STALIMENE, is 15 or 16 leagues only to the S. W. from the entrance of the Dardanelles or Hellespont. It has a town of the same name, which was anciently called Myrina, and is situated in lat. 40 deg. 2 min. N. and long. 25 deg. 32 min. E. In some parts of the W. and S. coasts, which abound with corn and wine, there are found plenty of springs; but the E. parts are barren, and there is a scarcity both of wood and water. It is famous for a species of earth or mineral, called Terra Lemnia, and from the seal which is upon it is frequently known by the name of Terra Sigillata, much used in medicine, but probably to very little purpose. A principal part of its wealth arises from this earth.

LEMSO, otherwise called LOW, is the fourth and smallest of the 5 islands on the coast of Norway, situated to the northward of Broad Sound. It makes in 2 or 3 low hummocks.

LENA River, is a river of Siberia, and in that part of Russia belonging to Asia. It rises in the southern part of E. Tartary, and has a considerable course to

to the N. E. after which it takes a direction to the N. W. and receives the river Aldan from the E. and Wilui from the W. From thence, after a long course, it falls at last into the Northern Ocean, to the eastward from the river Olenck. This river is navigable almost from its source, so as to encourage the Russians to hope that they may be enabled to find a passage from its mouth into the N. Pacific Ocean, to the islands of Japan, and to China. By taking the advantage of a proper season, the probability of succeeding is by no means to be denied; one thing, however, must at all times militate against its being performed expeditiously, that the season must be very short on that coast of the Northern Ocean, so that they must necessarily wait many months either going or returning, before they can have a safe passage through it, though, comparatively speaking, very short. But perhaps, if such a measure could ever be rendered practicable, such new branches of commerce might arise out of it, by means of this river and its communication with the inland countries on one hand, and the settlements which might be formed on the coasts of the N. Pacific Ocean, on the shores of Asia or America, as nearly, if not wholly, to find full employment for shipping, in the intermediate time from one season to another. It is certain, however, that this voyage, and the return, must take up a space of two years, on the supposition that sufficient space could be found in every summer for passing along the N. coast of Asia to or from Beering's Straits.

Cape LENGUA, on the E. coast of the gulf of Venice, not far from its entrance, is in lat. 40 deg. 44 min. N. and long. 19 deg. 36 min. E.

LENGUELLA, a village near Genoa, on the coast of Italy in the Mediterranean, is near Cape de Melle, which shelters the road from the S. W. wind; it has no harbour, but has about 60 vessels belonging to it.

LENUY Point, is about a league to the westward from St. Gawan's Point, on the coast of Wales in Pembroke-shire. The coast from hence trends to the northward to the entrance into Milford Haven, about 4 miles at N. W. by N. The Crow Rock, not far from the land, is about a mile to the southward of it.

LEOGANE, on the N. coast of the long

peninsula, at the western extremity of the island of St. Domingo, is about 5 leagues to the N. E. or N. E. by E. from Pettit Goave, at the distance of half a league from the sea. It is an eligible situation for building a fortified town, if such a place was necessary, and is about S. by E. from the E. end of Gonave Island, in the deep bay formed at the W. end of this island.

LEON Island, a name by which the S. E. part of the long and irregular island on which the city of Cadiz is built, is sometimes known and distinguished, and in some charts the whole of the island is so called. The city of Cadiz is situated near the N. W. end.

LEONES de los Port, or Port de los Leones, is laid down on some of our maps and charts between Cape Redondo on the N. and Camerones bay or river on the S. These are on the S. E. coast of South America or Patagonia, on the S. Atlantic Ocean. But other accounts make this port to be in lat. 44 deg. S. and represent Cape Redondo as the S. point of the river or entrance into it, being a little more than 2 deg. at N. N. E. from Camerones Bay, of which Cape St. Helena is the N. E. point.

LEOSTOFFE, or **LESTOFFE**. See **LOWESTOFFE**.

LEPANTO Gulf, is a pretty large branch of that part of the Mediterranean Sea known by the distinct name of the Ionian Sea, on the W. coast of Turkey in Europe. It runs in eastward far into the land, between the bottom of which and the gulf of Corinth on the opposite coast is a narrow neck of land, called the isthmus of Corinth, only six miles in breadth. By means of this isthmus Achaia or Livadia on the N. communicates with the peninsula of the Morea on the S. The port town of Lepanto, from which the gulf receives its denomination, stands on the N. side of it, about 14 miles to the E. from the entrance, in lat. 38 deg. 20 min. N. and long. 22 deg. 37 min. E. The harbour is very small, and may be shut up with a chain, the entrance being only 50 feet wide. On the S. side is the port town of Patras, belonging to the Morea, not far from the entrance, in lat. 38 deg. 20 min. N. and long. 21 deg. 56 min. E. This gulf is about 8 leagues wide, in the broadest part, and 30 leagues in depth, and has several good bays on its coasts. It is difficult,

difficult, however, with some winds to stand towards the entrance of it, by reason of the strength of the currents that set round the island of Cephalonia, which is situated in this sea, almost opposite to the entrance of the gulf, at the distance of about 20 leagues from it. There is a castle on the uppermost peak of the mountain, on the declivity of which the town is situated.

LEPERS Island, one of the groupe of islands in the S. Pacific Ocean, known by the name of the New Hebrides, situated between the islands of Espiritu Santo and Aurora, being 8 leagues distant from the former, and only 3 from the latter. It is under the same meridian as the S. E. end of Mallicollo Island, in lat. 15 deg. 22 min. S. and long. 168 deg. E. being nearly oval, and about 60 miles in circuit.

LERICI, is a town of Genoa, on the eastern coast of the gulf of Spezia, and has a harbour, in lat. 44 deg. 37 min. N. and long. 90 deg. 55 min. E.

LERINA Island. See LERINS.

LERINS Islands, two small islands so called, having also the distinct names of St. Margarete and St. Honorat, on the coast of France, on the northern shore of the Mediterranean. They form a good road with the continent called Gourjean. The former of these was anciently distinguished by the name of Lero, and the latter by that of Lerina; of these, the former has 3 ports, and the latter a strong castle for its defence, and lie about seven miles to the S. from Antibes.

LERNICA, on the S. coast of the island of Cyprus in the Mediterranean, was formerly a large city, but is now of much less extent. It has a good road, and a small fort for its defence.

LERO or LEROS Island, in Asia, is situated in the Archipelago, in the Mediterranean, and is one of the islands which have been distinguished by the name of Sporades. Its lat. is 37 deg. N. and long. 27 deg. E.

LERWICK, is the principal town of Shetland, on its E. side, to the northward of Scotland, to which the fishing bushes resort from Britain, Holland, Denmark, and other countries. It is principally inhabited by fishermen, and the women are employed in knitting stockings, which are in great request, on account of the fine quality of the wool. It is in lat. 60 deg. 20 min. N. and long. 1 deg. 30 min. W.

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LESBOS or MITYLENE Island, is an island of the Archipelago, about 21 leagues to the N. W. of Smyrna. It is 54 miles long and 30 broad, and abounds with corn, wine, figs, and oil. The capital is Castro, or the ancient Mitylene. There are upwards of 100 villages in the island, of which one is called Erisso, and is supposed to be the ancient Erisus. It is in lat. 38 deg. 41 min. N. and long. 26 deg. 37 min. E.

LESON or LESOW Island, in the Cattegat Sea, is to the N. W. from Anholt Island, being in lat. 57 deg. 4 min. N. and long. 11 deg. 4 min. E.

LESONS Rocks, are some great rocks so called on the coast of Portugal, about 4 leagues to the southward of Villa del Conde, right before a small but broad haven of 2 fathoms deep, called Metelyne. About half a league to the S. W. of the S. point of these rocks is a funken rock under water; but there is 6 and 7 fathoms between the Lesons and the main. Port a Port is about a league to the southward of the Lesons.

LESSINA, on the coast of Dalmatia, or eastern shore of the gulf of Venice, is 6 leagues to the S. E. from the island of Lissa. It is a very small but a secure haven for 3 or 4 ships, but cannot conveniently receive more at a time. The city lies close to the water's edge within the harbour or haven, where, after a ship is in, is 12 fathoms water; but the rocks and islands lie so thick, that it is necessary to have a pilot both for going in and coming out.

LEUCATE Bay, is on the coast of France, about 16 miles to the S. of Narbonne, situated between a bay of the Mediterranean on the N. and a lake on the S. on the isthmus of a peninsula which is there formed, in lat. 43 deg. 20 min. N. and long. 2 deg. 34 min. E.

LEUCATE Cape, is the easternmost point of land which projects from the bay of Leucate, between which is anchorage before a small creek in 5 and 7 fathoms, as there is also in the same depth to the S. S. W. from the cape, without the peninsula there formed by the lake of Leucate.

LEUCATE Lake, on the W. shore of the gulf of Lyons in the Mediterranean, the entry into which is at S. S. W. from Leucate Cape, the entrance into it being narrow, and running up within to-

wards Leucate to the N. from whence it receives the name. It is also sometimes called Salce or Salces Lake, from a town of that name near its S. end.

LEUWIN'S Land, on the W. coast of New Holland, in the Eastern Indian Ocean, is in lat. 35 deg. S. and long. 129 deg. 55 min. E.

LEVANT Sea, a name given to the eastern part of the Mediterranean Sea, an appellation which has also been bestowed on the commerce carried forward on its coasts, that has been distinguished by the name of the Levant trade. The word Levant signifies the EAST; from whence it has been applied to the commerce and coasts of that part of the Mediterranean Sea. It is of much importance rightly to distinguish this sea, and the nature of the traffic carried on upon its shores, which can only be done by describing its limits. Accordingly we may observe, that its northern boundary is known by the name of Natolia or lesser Asia, to the eastward from the island of Rhodes; Syria and Palestine form its limit on the E. and Egypt and the coast of Barca on the S. and on the W. it is generally understood to consist in a line drawn due N. and S. or nearly so, along the E. end of the island of Candia. Ships passing that part of Candia are, therefore, said to enter the Levant Sea, which point is nearly at an equal distance from Europe, Asia, and Africa, being in lat. between 35 and 36 deg. N. and long. 27 deg. E.

LEVANT Wind, a term very frequently made use of on the coasts of the Mediterranean, and for some distance each way along the coasts of Africa and Europe, without the straits of Gibraltar, to denote an E. wind; which is here distinctly noticed, as an article of our work, because it has been found necessary occasionally to adopt the same language, as we have frequently considered it to be expedient to accommodate ourselves to the style and language of seamen.

This wind blows very strong in the winter, and has frequently afforded a means of supplying the town and garrison of Gibraltar, though closely besieged both by sea and land, with provisions, and enabling single vessels to get into that port, even in the face of many cruizers whom the enemy had stationed in and near the gut. No cruizers can possibly keep their station in a settled E. wind to the eastward of the rock of Gibraltar, so

as to intercept vessels coming down the Mediterranean, and prevent their hauling round Europa Point; for as these are generally small, especially such as are used for this purpose, they can hide themselves under the shore, and can also be towed by their launches in calms. These vessels also generally carry their sails low, and therefore are less liable than square-rigged vessels, when turning up to the anchoring ground, to be driven over to Algeziras by the flaws or flurries of wind that may come down from the rock. In contrary winds, they can run for Minorca or some neutral port, and there wait for the advantages of dark weather and a brisk Levanter, which usually accompany each other, and afford reasonable hopes, with the assistance of long nights, of being enabled to elude an enemy.

LEVARDIN Bank, or LAVARDIN, is about half a league to the S. E. from the S. E. end of the island of Rhé, on the W. coast of France, on the N. of Basques Road. It is between the said point of the island and the Point de Courcil or S. point of the harbour of Rochelle, and is dry at the ebb of spring tides. In the channel between this bank and the island of Rhé there is 12 and 14 fathoms water. This bank may be known by these marks, when the great tower of Rochelle is open with the point of Che de Bois, and the N. point of the Plum is a ship's length without the S. point, a ship will be right upon the bank; and when Point de Courcil, or the S. point of Rochelle Harbour bears directly E. of a ship, it will then have passed the Lavardin, and may safely run into Basques Road, or S. E. by S. towards the island of Aix.

LEVAN Sand, at the N. end of the Menai Straits, between the coast of Carnarvon and the island of Anglesea, is a sand that stretches off from the E. shore, and dries so far at low water, that the channel between it and Priestholm Island on the W. is scarce a mile over, though the whole opening of the bay is a league and a half wide.

LEVEN, is one of the small creeks or havens on the N. shore of the Frith of Forth, along the shore of a deep bay that is between Elleness and Kinghorn nefs. It is but a small creek, and is only fit for small vessels.

LEVEN Sand, is one of the three sands near Cartmel, so called from the river of that name. See CARTMEL and DUDDEN.

LEVER Island, on the coast of Norway, about due E. from the N. end of the island of Flemsen or Flemsom, sometimes called Roof Island, and the fifth of the 5 large islands on the N. of Broad Sound. It is one of those which lie between Flemsen and Boe Point, and are known by the name of Romildale Scars; and there is a channel on either side of it for ships that are either going in or coming out.

LEVERPOOL, as it is wrote in some authors, but more usually Liverpool. See **LIVERPOOL**.

Cape LEVI is to the N. E. from the bay or harbour of Cherbourg on the N. coast of France, and the extreme limit of the bay on that side, being the most remarkable point on that part of the coast between Cape la Hague to the westward and Cape Barfleur to the eastward.

Point LEVI, near the S. W. end of the island of Orleans in the river of St. Lawrence in North America, is on the S. E. shore, at a small distance below the city of Quebec. The coast along that shore of the river is rocky, and round the point, and groupes of rocks are found at a distance from the shore on the N. side of the basin.

LEWENWICK, amongst the islands of Shetland, is a bay within a small inlet, about 6 miles to the northward from Sumborough Head. The direction into this bay is W. N. W. and W. by N. and as soon as the bay opens, sail in W. and W. by S. and anchor in 7 or 8 fathoms water. Nonnaife point is about a mile from it.

LEWIS Island, is one of the Hebrides or western islands of Scotland, about 23 leagues to the W. from the main land of that kingdom, and about 7 or 7 and a half W. from the island of Sky. It is about 100 miles in length from N. to S. and only 14 in breadth from E. to W. including **HARRIS** to which it is connected by a narrow isthmus, so as to form but one island. Its bays abound with fish, and are extremely well adapted for carrying on a large cod and herring fishery. Stornaway is the principal place of the island, being a flourishing town, and has an excellent road where ships lie at anchor. This island produces plenty of corn, so that the inhabitants possess all the necessaries and conveniences of life. The S. point of this island is in lat. 56 deg. 48 min. N. and long. 7 deg. 59 min. W. and the N. point in lat. 58 deg.

37 min. N. and long. 6 deg. 59 min. W. On spring tide days they have high water at half past six.

Cape St. LEWIS or **LOUIS**, is a point of land on the main land of Nova Scotia, to the westward from the straits of Fronsac, which separates the island of Cape Breton from the main, and on the S. shore of the sound, near its E. end, within St. John's Island. It is in lat. 46 deg. N. and long. 61 deg. 53 min. W.

Port LEWIS, at the mouth of the river Blavet on the W. coast of France and S. part of Brittany, is a maritime place and a considerable port of the ocean. Port L'Orient is not far from it, and is situated on the same river, and noted for the commerce of their East India Company. It is high water along this coast on full and change days about 3 o'clock.

Port LEWIS, on the N. W. shore of the Mediterranean, is a port town also of France, near the port of Cette, being 5 leagues from Aigues and as much from the island and fort of Brescou. See **AIGUES** and **CETTE**.

Port LEWIS, is situated on the bank of a river, in a beautiful situation, the mouth of which forms the harbour, so named from the town, which is the principal town of Suffex county, one of the Delaware counties of Pennsylvania. Cape Hinlopen or Cape William is before it, and 20 miles below it is Cape James, which is the limit or boundary of Pennsylvania.

Port St. LEWIS, is the chief town of the island of Granada in the W. Indies, and is situated in the middle of a large bay on the W. side of the island; in which 1000 sail of ships of from 3 to 400 tons burthen may ride secure from storms over a sandy bottom. See an account of this port and bay under the article **GRANADA**.

LEWISBOURG or **LOUISBOURG**, in the island of Cape Breton. See **LOUISBOURG**.

LEXE, on the coast of Norway, is an island, between which and Hitteren is a haven called Deep Sound. Behind it is a channel through which the Norway barks that come from the southward pass along to the northward. It is in lat. about 64 deg. 30 min. N.

Ria LEXIA, on the W. coast of Mexico in North America, on the North Pacific Ocean, is the port for the city of Leon, in about 12 deg. 20 min. of N. lat. It has

has a very unwholesome air, being placed in a very swampy situation, but the soil of the town is sandy.

LEYDEN Island, is one of the small islands, Alkmar being the other, near which is anchorage, within sight of Batavia in the island of Java in the East Indies.

LEYTA or **LEYTE** Island, is one of the Philippine Islands so called, in the Eastern Indian Ocean, being separated from the island of Philippina by a narrow channel on the N. E. as it is from those of Bohol and Cebu by another on the S. W. It is about 40 leagues in length, and 95 in circumference. The soil on the E. side is very fertile; but the high mountains which cut it across the middle occasion so great an alteration in the air, that when it is winter on one side, it is summer on the other side of the island. Hence it is, that the inhabitants of one part of the island reap at the time that those on the others are sowing; and they have by this means two plentiful harvests in the year. It is in lat. 11 deg. 12 min. N. and long. 123 deg. 18 min. E.

LEZINA, is a small city of the Capinata of Naples in Italy; situated on a bay of the same name on the E. side of it on the Adriatic Sea or Gulf of Venice, and is 78 miles to the N. E. from the city of Naples, in lat. 41 deg. 51 min. N. and long. 16 deg. 14 min. E.

Cape LIAM, on the E. coast of the peninsula of Malacca, in the Eastern Indian Ocean, and on the W. shore of the Gulf of Siam, is in lat. 12 deg. 30 min. N. and long. 99 deg. 56 min. E.

LIAMPO or **NINGPO**, on the coast of China. See **NINGPO**.

LIANES, sometimes called **IDONES**, on the N. coast of Spain. See **IDONES**.

LIANNE River, on the N. coast of France, in the English Channel, at the mouth of which Boulogne is situated. See **BOULOGNE**.

LIANT Cape, is a projecting point of land to the S. easterly from the mouth of Siam River or Judia, at the bottom of the gulf of Siam, on the E. side of the peninsula of Malacca. Along its N. side are a number of islands, as there are along the eastern shore of the gulf to the southward. Its lat. is about 12 deg. 40 min. N. and long. about 101 deg. E.

LIBANUS or **LEBANON**. See **LEBANON**.

LIBAU, is an open town of Courland, having a harbour on a bay of the E. Sea

or Baltic Gulf, and a very commodious situation for light vessels. Ships of heavier burden, or that are loaded, must anchor in the road. It is 28 leagues to the E. from Mittau, in lat. 56 deg. 54 min. N. and long. 21 deg. 26 min. E.

LIBOA, or **ELBA** Island in the Mediterranean. See **ELBA** Island.

LIEFLAND, a part of the S. coast of the gulf of Finland, at the eastern extremity of the Baltic Sea, in which Revel is situated.

LIESINA Island, belonging to Dalmatia on the eastern shore of the gulf of Venice or the Adriatic Sea, is about 58 miles long and 12 broad, and abounds in corn, olives, saffron, and wine, and belongs to the Venetians. The town of its name is the capital of the island, which has a fortress on an inaccessible mountain. It has a good harbour, which is capable of containing vessels of all sorts, and is situated in lat. 43 deg. 39 min. N. and long. 16 deg. 23 min. E.

LIFFEY River, in Ireland, is principally to be noted in this work, on account of its falling into the ocean through Dublin Bay, on the E. coast of the island below that city, through which it passes, and greatly contributes to its beauty and commerce. It loses itself at the distance of about 7 miles from St. George's Channel or the Irish Sea. Vessels of considerable burden can go up it into the city, on the banks of which are formed many convenient quays, as far as to the first bridge.

Port LIGA, on the coast of Chili on the coast of South America, on the South Pacific Ocean, is 5 leagues to the southward of Port Gobernador, and in lat. about 32 deg. 24 min. S. Papuda is about 4 leagues to the southward of it. Near the point in Port Liga there is a shoal with only 2 fathoms water upon it, which must have a good birth, and then a ship may run within, and find anchorage in 5 fathoms.

LIGHT HOUSE Island, in the bay of Boston in North America, has been noticed already under the article of Boston. It received its name from the light-house which was erected upon it, to guide ships into the bay amongst the islands, and has still a light-house upon it with one lantern.

LIGHTNING Island. See **KORISCO**.

LIGLI. See **GIGLIA**.

LIGOD Island, is a small island on the coast of the island of Anglesea in Wales, round

round the E. side of Hilary Point at the N. E. extremity, a little to the southward.

LIGON, is a sea port of the E. coast of the peninsula of Malacca, on the Eastern Indian Ocean, and probably the same as Ligor. See the next article.

LIGOR Point, on the E. coast of the peninsula of Malacca, is a projecting point of land, at the entrance into the gulf of Siam in the Eastern Indian Ocean. The island of Lozin is situated to the eastward of it. Some charts give the name of Patani to this point. It is in lat. 7 deg. 30 min. N. and long. 101 deg. 15 min. E.

LIKEM Bay, otherwise called, perhaps more properly, LINKERM. See LINKERM.

LILIA Island, is one of the three islands, and the second in situation, which lie at the entrance of the harbour of Marseille on the N. shore of the Mediterranean Sea, between the old tower and the city, in the direction of N. E. and nearly in the middle of the course. See MARSEILLES.

LIMA Island in the Eastern Indian Ocean, is nearly due E. from the N. end of Banca Island, and not far distant from the W. or S. W. coast of the island of Borneo. The island of Carimata is contiguous to it, and it is in lat. about 1 deg. 40 min. S. and long. 108 deg. E.

LIMA River, on the coast of Peru, and on the South Pacific Ocean, has a city of the same name on its banks, at the distance of about 7 miles from the sea. As the port of Callao is the place where all the commerce of the city is transacted, this river consequently cannot be navigable. The city is at E. S. E. from the mouth of the river, and a cape trends from the mouth to the S. W. for 5 or 6 miles. It is observable that the winds from Lima, in about 12 deg. of S. lat. to Panama in about 9 deg. of N. lat. are always the same, and seldom vary more than a point in all the course. The city of Lima is in lat. 12 deg. 1 min. S. and long. 76 deg. 49 min. W.

LIMARI, on the coast of Chili on the South Pacific Ocean, and the S. W. coast of South America, is 20 leagues to the northward of Point or Port Gobernador, and in lat. 31 deg. 10 min. S. The coast between them is wild, abounding with snowy mountains, and, except Chocapa, nearly at midway, has no harbour,

and that scarcely deserves the name of one. It is 10 leagues farther northward to Tanguay.

LIMBACH Island on the coast of Cape Breton, near the S. part of the gulf of St. Lawrence, in N. America, is at N. N. E. from the bay and river of Ouais.

LIME or LYME REGIS, a port town situated on the coast of Dorsetshire, near the western extremity of the county bordering upon Devonshire, in a cavity or hollow between two rocky hills that render it very difficult of access by land. Its trade to France, Spain, the Straits, Newfoundland, and the West Indies, was formerly so very flourishing, that its customs amounted to 16,000l. annually; and the town, though not large, which is seated on the declivity of a hill, makes a very agreeable appearance from the sea. The harbour is formed by a kind of rude pier, called the Cobb, behind which ships come in and lie in security; and there is a quay or key to load and unload, the wall which joins and unites it with the land being thick enough for carts to go on to the quay, to fetch and carry goods from and to the vessels. The shore is stony and foul, and, without this artificial haven, no ships could lie here. The Cobb is a quarter of a mile from the town, and is a massy building, consisting of a firm stone wall that runs out into the sea, having another equally strong without it which is carried round the end of the first wall, and forms the entrance into a port that is perhaps the safest in the world. The cellars at the foot of the rock have sometimes been overflowed to the depth of 10 or 12 feet at spring tides, being high water here on full and change days about a quarter before 7 o'clock. The town of Lyme Regis, or King's Lyme, is in lat. 50 deg. 40 min. N. and long. 3 deg. 5 min. W.

LIMEKILN Bay, in the island of St. Christopher's or St. Kitt's in the West Indies, is a small bay on the S. side of the island to the W. from Bluff Point, or the western limit of the bay and road before Basseterre. Gillett's Bay is to the W. of it, at the mouth of the gut of that name. Off Limekiln Bay, the soundings are from 7 to 20 fathoms according to the distance from shore, and there is more than 100 fathoms about 2 miles off from the shore.

LIMERICK, or LOUGH MEATH, is a considerable, populous, and well fortified city

city of the W. part of Ireland, and the capital of the county of the same name. It is situated up the River Shannon, at the distance of 15 leagues from its mouth, and is situated in lat. 52 deg. 22 min. N. and long. 9 deg. 48 min. W. and has high water on full and change days at half past 4 o'clock. It is a commercial, rich, and populous place, and consists of the Irish and English Town, of which the latter is situated on an island, formed by the River Shannon, and called King's Island. For further particulars, see SHANNON.

LIMESOLE, in the island of Cyprus in the Mediterranean, is a city within a bay about 5 leagues to the eastward from Cape de Gat on the S. coast. It discovers itself immediately on opening the bay, and at the bottom of the bay is a castle of white stone which stands up above the other buildings, and is a mark for knowing the town. There is very good anchoring ground before it in from 6 to 12 fathoms, secure from all winds, except the S. and S. W. When ships are in the road Cape de Gat bears due S. or S. by W. according as they lie.

LIMONES Port, on the W. coast of New Mexico, is a little to the northward of the first ridge of rocks that lies to the N. W. near Point Burica. It goes in at a small but deep river, and ships may enter it with safety, being just under the point to the N. W. To come out of the port, it is necessary to give a birth to Point Burica, because there are several flats off from the point into the sea to the distance of a league, that will be shunned by this precaution. See BURICA.

LIMONIA Island in the Archipelago, is to the W. from the island of Rhodes, between it and the island of Cardu. From the N. W. round the W. end and to the S. W. and S. it is enclosed with many lesser islands; but on that part nearest to Rhodes it is all clear and open.

LIMOSA Island. See LINOSA.

LIMPA River, on the W. coast of New Mexico, is about E. S. E. from Point or Cape Remedios, and about 6 leagues from the mouth of it is the town of LACATECOLULA, which see.

LINCHANCEE, a watch-tower or look-out so called on the N. coast of Yucatan or Jucatan on the S. shore of the gulf of Mexico. It is so named from an Indian town at the distance of 4 leagues within the country. It is built in a tree, like

many others on that coast, somewhat resembling a summer house or cage, large enough for a man or two to sit down in, and with a ladder to go up, which they pull up to them as soon as they are within. Here the slaves or Indians are directed by the Spaniards to watch for ships that may come upon the coast. Others, as that of Selam, about 3 or 4 leagues to the E. and a little to the W. of Gar-tos River, at midway between Cape Catoche and Cape Concededo, are built with timber from the ground.

LINDISFARNE, on the coast of Northumberland, is another name for Holy Island. See HOLY Island.

LINGAN or LINGEN Island, in the Eastern Indian Ocean, is in lat. only 10 min. S. at the E. end and long. 105 deg. 15 min. E. There is a current sets here at the rate of a mile an hour to the E. S. E. The island of Taya is at the distance of 12 leagues from it to the S. by W. and the island of Toupoa, which is very small, a little to the N. of it. It is not far from the S. E. end of the straits of Malacca. See under the article, DRY-ON Straits.

LINKERM Bay, or LIKEM Bay, or Bay of Hogs, is to the S. S. W. from the mouth of the Shannon River on the W. coast of Ireland, and to the westward from Tralee Bay, being also 3 leagues to the E. from Smirwick Haven. It has the name of Hog Bay from the numbers of small islands in it which are so called. See HOG Bay.

LINOSA Island, is an island not far from the N. coast of Africa in the Mediterranean, at the distance of about four leagues from Lampedusa, about 12 miles in circumference, and in lat. 35 deg. 56 min. N. and long. 13 deg. 6 min. E. It appears to be the same as Limosa, and is said by other accounts to be at the distance of 10 leagues to the N. N. E. from Lampedusa. See LAMPEDUSA Island.

LION's Bank, in the North Atlantic Ocean, is in lat. 56 deg. 40 min. N. and long. 17 deg. 45 min. W. This small sand was discovered in 1777.

LION's Cove, on the N. shore of the straits of Maghellan, is at the E. end of Long Reach, and consequently to the eastward from Goodluck Bay about 2 leagues, being about S. E. three quarters E. from it, and 4 leagues in the same direction from Cape Quod. It is in lat. 53 deg. 26 min. S. and long. 74 deg. 25 min.

min. W. It is a small bay, and surrounded by rocks, in which the water is deep, but the ground good. It is not a bad place for one ship, neither is it a good one for two. There is good watering up a small creek, but no wood, and the watering place is the only spot where seamen can land. All that can be got here consists of a few muscles, limpets, rock-fish, and a little celery. The water rises here about 5 feet, and the current runs about two knots an hour. It had the name of Lion's Cove given to it from a steep, high, and rocky mountain, the top of which resembles the head of a lion.

LION Mountain, is one of the most remarkable mountains on the S. part of the coast of Africa near the Cape of Good Hope, as the Table Mountain is the other. From the Lion Mountain the S. W. point of Table Bay is called the Lion's Tail, because it slopes away from the mountain.

Porto LION, the modern name for the haven of Athens in the gulf of Corinth, on the E. side of the country of Greece. About 3 leagues to the E. of it is a castle upon a high mountain, which is the mark by which seamen are directed to the port. It is still a good haven, but, like that of Zea, its entrance is narrow; yet it is capable of containing 500 sail at large in from 9 to 10 fathoms and good clean ground, and safe from rocks or storms. There is also a good road without the harbour, under a small island, due W. from the mouth of the harbour, at a distance somewhat less than a league; in this situation ships may ride very safe in 18 fathoms over a hard sandy ground. There is likewise a little bay on the E. side of it, which runs far into the land, and in which there is another haven; though the bay itself may be deemed a very good haven, being secure from almost all winds, and having every where good anchorage.

Sea LION Islands, are a part of the groupe of the Falkland's Islands in the South Atlantic Ocean, the two principal of which are almost every where surrounded by a great number of other smaller ones. They are on the S. side near the middle part, near Porpus Point; to the W. of which is Cape Percival, and to the E. Cape Pembroke and Berkley's Sound.

LION's Tail. See **LION Mountain**.

LIONES, on the N. W. coast of A-

frica, is between Anafe and Azamor, on the North Atlantic Ocean. It is a decayed place, which at present has no trade or commerce. See **AZAMOR**.

LIONESS Rock, on the coast of Guernsey, is about 2 miles to the S. from Tatepois Point on the S. side of the island, and to the southward of Ark, which is an island between Guernsey and Cers Island.

LIPARI Islands, at the distance of 42 Italian miles to the S. of the island of Sicily, in the Mediterranean, are 12 in number, and in lat. 39 deg. 12 min. N. and long. 14 deg. 44 min. E. The largest of them, called Lipari, is about 15 miles in circuit, and gives a general name to the rest; and the town of the same name is situated on a steep rock defended by a castle. It is said to be in lat. 38 deg. 35 min. N. and long. 15 deg. 31 min. E. Two of these islands, the Hiere and Stromboli, are volcanoes, and their flames may be seen to a great distance at sea.

LIPSO Island, in the Archipelago, a small island, not far from the coast of Asia, between Palmos to the W. and Patmos to the E.

LIQUEO Island, one of the Japanese Islands so called, in the N. Pacific Ocean, is in lat. 28 deg. N. and long. 127 deg. 30 min. E.

LIROISE Passage, is that part of the W. coast of France so called by the French, sometimes by the English called the Broad Sound, which lies betwixt the Point de Saint and the Island of Ushant or Ouessant, extending about 5 leagues to sea from St. Matthew's Point.

LISA Island, sometimes called **LISSA**, is a small but celebrated Island of Dalmatia, belonging to Venice, which formerly carried on a considerable trade. It is about 13 leagues to the S. E. of Spolitto, and 23 to the W. of Ragusa, and is in lat. 42 deg. 59 min. N. and long. 17 deg. 0 min. E. being 6 leagues to the N. W. from Lessina. The Island of Pelagosa, in the middle of the gulf, is 12 leagues to the S. of it. Though a small island, it has a good haven on the N. E. end, but goes in at S. S. E. and is distant from Bua to the northward of it about 9 leagues. It has also another harbour, or rather a road, called Porto Camisa, at the W. end, where is good anchoring, though it is open to the W. and W. N. W. winds which blow right in; yet there is good riding in most places round

round the island, but always open to one point or other.

St. Juan de LISBOA Island, in the Indian ocean, is nearly E. from the S. end of Madagascar Island, in lat. about 26 deg. 20 min. S. and long. 55 deg. 45 min. E. It is but a small island, and is nearly due S. from the Island of Bourbon.

LISBON, is the capital city of Portugal, at little more than 3 leagues distant from the mouth of the River Tagus, and on the N. shore of that river. It has a very large, deep, secure, and commodious harbour, and from the King's palace is a view of all the ships that come in or go out; and the river which is 3 miles broad, is constantly full of ships of every nation in Europe. This harbour will contain several thousand sail of ships, which may ride securely in 18 fathoms water, into which there is a double entrance from the Atlantic Ocean, and the assistance of a pilot is therefore generally deemed necessary. These passages may be styled the northern and the southern; of which the former, called Corredor, lies between the sand bank and Rock Cachops, and the tower of St. Julian, and the latter, or Carreira de Alcocova, is between Cachops Bank and the tower of St. Lorenza, which is both broader and more commodious than the other. It is in lat. 38 deg. 42 min. N. and long. 9 deg. 10 min. W. and has high water on full and change days at a quarter past 2 o'clock.

To sail into the Tagus by the northern channel, run in close by the point of the rock, but on coming to the point of Fort St. Julian, edge off towards the S. E. a little to avoid some foul grounds and rocks, that lie on the E. side of the castle. Being a little way past the point, ships may again luff up towards the northern shore, and sail along by it to Conviege or Rostieres, and so on to Lisbon; but it is more usual to anchor before the village of St. Joseph in 12 or 13 fathoms. But this channel must by no means be attempted in calm weather, and with an ebb, for that sets very strong upon the northern Cachops. This channel of St. Julian lies in at E. by S. and being got above St. Julian sail up at E. N. E. and N. E. by E. till as high as the Abbey of Rostieres, and then edge somewhat over towards the S. land to avoid a small sand that lies along the shore, between Conviege and St. Catherine's.

But if a ship, in coming from the northward, prefers going in by the southern channel, called Carrick Deep, it must bring the cloister of De Rousa upon Cape Roxent, at N. N. W. half W. then run in with the tower of the chapel of Noftra Seigniora de Gee, a little within land from St. Catherine's cloister, over the white convent called Conviege, or with a white house to the westward of it on with a fort on the shore at N. E. nearly. Having run with either of these marks, till St. Julian bears to the W. of N. run into the same situation and along the same course, as ships have been directed to steer that come in by the northern channel. Bougie Fort is on the S. Cachops or starboard side in going up, which must have a small birth, as the sand beyond it projects out a little to the northward; the tide of flood also sets strong upon the Bougie in calm weather, and the ebb upon the N. Cachops, which renders it necessary to steer N. E. northerly, especially with a westerly wind, to go into Carrick Deep with the flood.

LISBURN Cape, in the N. or Frozen Ocean, to the northward of Beering's Straits, on the N. coast of America, is in lat. 69 deg. 5 min. N. and long. 165 deg. 18 min. W. The variation in this sea is 35 deg. E.

LISBURN Cape, at the S. W. point of the island of Tierra del Espiritu Santo, in the S. Pacific Ocean, and the largest of those called the New Hebrides, is in lat. 15 deg. 41 min. S. and long. 166 deg. 57 min. E.

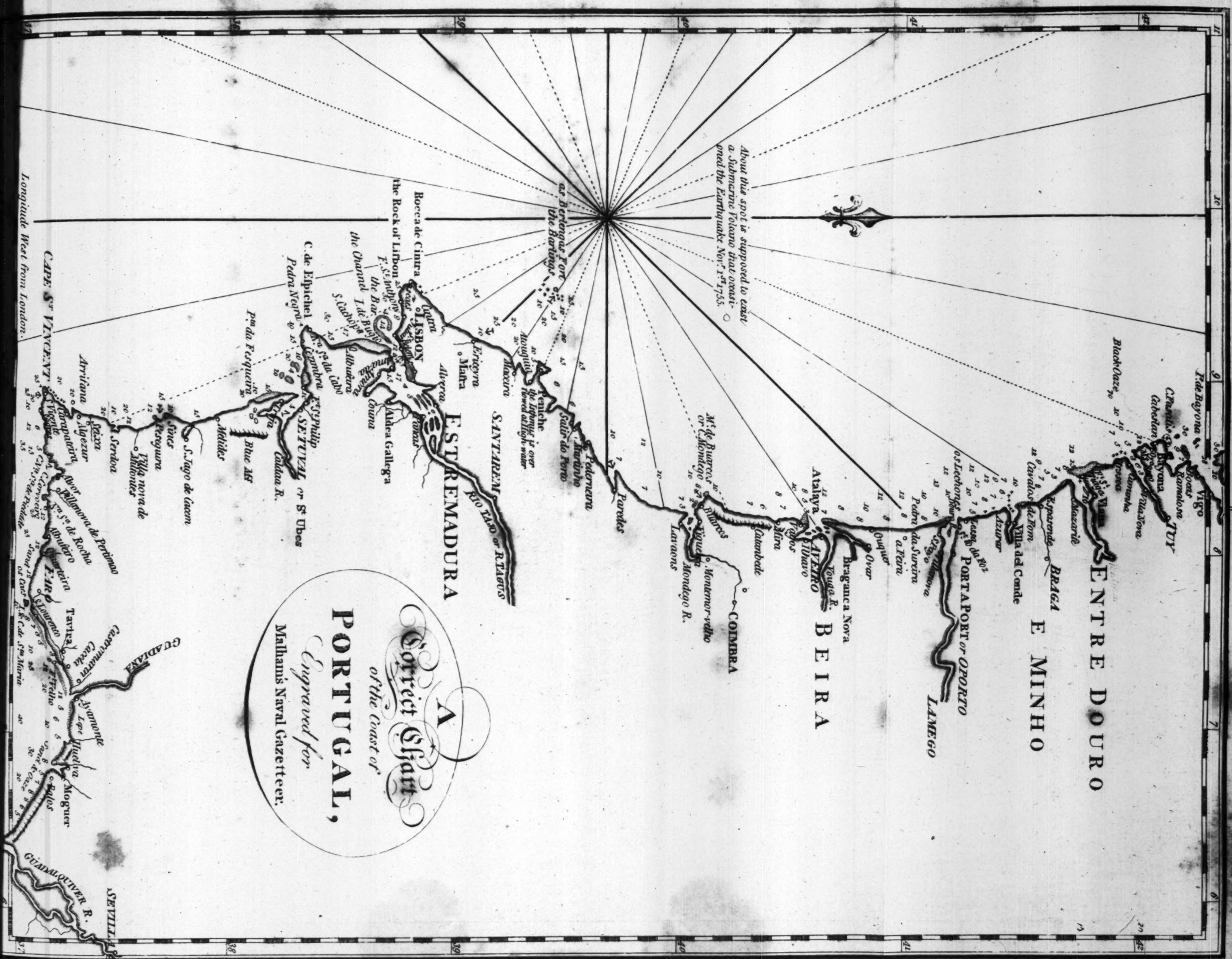
LISCA Island, or LISCA BIANCA Island, is a small desert island, in the sea of Tuscany, and one of those known by the name of the Lipari Islands, at the distance of about 5 miles from the principal one which bears that title.

LISMORE Island, is one of the Hebrides, or western islands of Scotland, which is about 9 miles in length, but very narrow, and is situated between Mull and the coast of Argyleshire.

LISONZO River, in the Gulf of Venice, runs through part of that Republic and falls into the gulf at the harbour, to which it gives its name.

LISSA Island. See LISA.

LIST, is a harbour so called on the S. E. coast of the Island of Silt, which is about 3 leagues to the N. N. E. from Ameren Island, to the northward of the Hever, on the coast of Germany. It is 8 leagues to the N. from the Silter Deep, and



A
Correct Chart
of the Coast of
PORTUGAL,
Improved for
Malham's Naval Gazetteer.

About this spot is supposed to exist
a submarine volcano that emits
once the Earthquake Nov. 1773.

Longitude West from London.

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and 7 leagues at S. by W. from the channel of Rypen, otherwise called the Rypen Deep. The mark is to bring a little island that will be seen without the Point of List, in from 6 to 7 fathoms, and that lies between the Silt and the Rem a little to the eastward; on which island is a house called Jeurtman's House, that must be brought a little without the Point of List, on passing in by the N. end of the island. Keep it so, till a ship is within the point, running in E. by S. and E. S. E. then edge to the S. about the point, and anchor before the Vucht House in from 9 to 10 fathoms, leaving a sand called Haef Sand on the larboard side.

LISTON Island, in the eastern Indian Ocean, near the coast of China, is off the Port of Amoy, from which ships turn it out between this island and Quemoy, till the Chapel Island called the Hole in the Wall, bears S. W. by W. at 4 leagues distance. See AMOY.

LITTLE Bay, on the N. E. coast of the Island of St. Christopher's or St. Kitt's, in the W. Indies, is nearly opposite to St. Mary's Church near the shore, and to the northward of Cayon River. There is a rocky sand or bank to the S. S. E. from this bay and river, near the point of which, about half a league at E. N. E. from the mouth of the river, is 19 fathoms water.

LITTLE Harbour, in the Straits of Maghellan, is to the westward of Bachelor's Bay, and round a point extending westward, having anchorage within it of from 10 to 20 fathoms water, and off the point 25 and 27 fathoms.

LITTLEGOOD Harbour, towards the N. part of the Island of Barbadoes, in the W. Indies, but on the W. side, is near 2 miles to the N. of Speight's Town, in lat. 13 deg. 19 min. N.

LITTLE Road, the inner road before Toulon Harbour so called, to distinguish it from the Great Road, which lies outward from both towards the Bay of Teulon. The two points of land which contract the channel from the latter to the former, and also to the harbour, are within about 1000 yards from each other, that on the N. E. having a fort called the Great Tower, and on the other to the S. W. is the Eagle Tower, otherwise called Le Tour d'Eguilette. Between these at mid-channel is from 9 to 12 fathoms; and within the Little Road is

generally, except near shore, from 7 to 4 fathoms.

LIVERPOOL or LEVERPOOL, is a large town of Lancashire, situated at the mouth of the river Mersey, not far from its influx into the Irish Sea or St. George's channel. It is the most flourishing seaport in this part of the kingdom, and emulates the being equal, if not superior, to Bristol. The inhabitants are universal merchants, and trade to all parts of the world, except to Turkey and the E. Indies, and it shares with Bristol the trade to Ireland and Wales. Ships of any burden may come up with their full lading, and ride before the town, which is entirely open and unfortified, the river Mersey being here from 12 to 1500 yards in breadth. There are no less than 6 public docks for the reception of ships, and two more have been for some time constructing, if they are not already completed, on a larger scale than any of the former. These will contain 600 ships with the greatest safety, and the 2 additional ones are calculated to contain 300 more; all of which are bounded by quays for a mile and a half in extent, and capable of containing 20,000 tons of shipping. The last of the 6 docks that was formed cost £.21,000. The increase of this town has been very great within little more than 2 centuries; for in 1563 they had only 12 barges, in which 75 men were employed, and the town at that time had only 130 houses; but the habitations in 1786 amounted to more than 8000, and no less than 2800 vessels of different burden cleared outwards from this port, and above 3000 entered inwards. In the year 1784, the amount of the duties paid at the custom-house was no less than £.640,510. Of the salt exported, there were at least 4 million of bushels, besides what was carried coastwise; and they exported 15,000 tons of coals, besides 15,500 tons more that were sent to other ports of the kingdom. The export of salt and salt-rock is from 90,000 to 100,000 tons annually.

To sail into Liverpool, as the bar of the River Mersey is dry at low water, it is necessary to anchor at Hyle Lake, until there is water enough to go over; for the tides here rise to the great height of 28 feet at the spring floods, and 21 feet at the neap floods. When a ship is out of the lake, and above the tail of the Dove, sail in at E. S. E. till a mill is seen on the E. shore called Bottle Mill,

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above

above which is a row of trees within the country, the largest of them being in the middle. When these are brought in a right line with the mill, ships may sail clear of the Burgo Sand on the larboard side. But the Perch or Pole on the outermost rocks that run off from the point, and upon the edge of the bar, must be left on the starboard side, after which ships may run up to Liverpool without any danger. There is another channel also between Formby and the Flat shoals of the main, where ships may sail along the Fromby in 3, 4, or 5 fathoms water.

The necessity of increasing the docks in proportion to the increase of commerce, must be manifest from the consideration, that ships at anchor in the river of Mersey are exposed to sudden squalls of wind; so that, as the banks are extremely shallow and deceitful, if a ship should drive in rough weather, it may be wrecked even close to the town. Hence it is that few ships anchor in the road, but get into some of the docks as soon as they possibly can. By means of draw-bridges and flood-gates, ships pass either in or out at high water. The town is in lat. 53 deg. 22 min. N. and long. 3 deg. 17 min. W. and has high water on full and change days at about a quarter past 11 o'clock. Of such importance is this town as a port, that, by the late act of parliament (1795) for supplying the navy with 20,000 seamen, its quota is settled at 1711.

LIVOURNE, or LECHORN. See LECHORN.

LIZARD, is a famous promontory on the S. coast of Cornwall, and the most southern point of England. From this cape, which is a bold table land, ships that are destined to foreign ports usually take their departure. It is 14 or 15 leagues from the Ram Head to the westward of Plymouth Sound, in the direction of S. W. westerly, and 18 or 19 leagues due W. or very nearly so from Praule Point on the S. coast of Devonshire, and 11 or 12 leagues at W. by S. half S. from without the Edystone Rock. From hence to the Land's End of Cornwall it is W. by N. half N. about 5 or 6 leagues. The lat. of this bluff headland is 49 deg. 57 min. N. and long. 5 deg. 15 min. W. and it has high water on the spring tide, that is on the full and change days, at half past 5 o'clock. It can be seen 7 or 8 leagues off, in making it from the W. or S. W. in 42 fathoms

water. The Lizard consists of 3 points, of which is the easternmost is called Black Head, and the coast from that to the second lies at S. W. by W. and from thence to the third at W. S. W. or W. by S. There are some rocks to seaward of the middle point, called the Stags, which appear above water, and are steep, having a depth of 12 fathoms close by them. Mount's Bay is about 4 leagues to the N. W. from the Lizard.

LIZARD Island, off the N. E. coast of New Holland, in the S. Pacific Ocean, is about 8 leagues in circumference, and is a mark for finding the channel through the outer reef from that coast to the eastward into the open ocean. It is the largest of the 3 islands called the Islands of Direction, and is about 3 leagues at S. W. half S. from that channel, which is in lat. 14 deg. 32 min. S. This island has safe anchorage under the N. W. side, and affords fresh water and food for fuel, and the low islands and shoals between it and the main, from which the northernmost of the 3 islands is only about 5 leagues distant, abound with turtle and fish, and render it a good place, were it not for the dangers of the shoals, to refresh at. It can be seen to the distance of 2 leagues off at sea.

LLANELLY Port, in the E. part of Carmarthen Bay, on the coast of Wales, runs into the creek within Whitford Point, and is on the river Llwahor, which is the boundary between Carmarthenshire on the N. W. and Glamorganshire on the S. E. Considerable quantities of pit coal are exported or carried coast-wise from hence. Its lat. is 51 deg. 43 min. N. and long. 4 deg. 13 min. W. Its quota of men for the service of his Majesty's navy, by the late act of parliament, (1795) is 32, towards raising a supply of 20,000.

LLANSTEPHEN Point, in the bay of Carmarthen, is the western point or limit of the entrance to Carmarthen Bay or River.

LLAUGHARN, is a well-built town of Carmarthenshire, at the mouth of the river Towy, and about 7 miles to the S. W. from Carmarthen, and has some trade. It is situated in lat. 51 deg. 57 min. N. and long. 4 deg. 33 min. W.

LOA or LORA River, on the W. coast of S. America, situated on the S. Pacific Ocean, is 5 leagues due N. from Paguifa, and is in lat. 21 deg. 40 min. S. Fresh water may be obtained here, though with

some

some difficulty, which lies behind a point. Due N. from it is Pica, at the distance of 12 leagues, the island of Gouano lying in the midway between them, where the land is high and steep.

LOANDO, is the capital of the Portuguese settlements in Angola, on the S. coast of Africa, and is situated on a very small island near the coast of Angola, in lat. 8 deg. 32 min. S. and long. 14 deg. 23 min. E. It is sometimes called St. Paul de LOANDO, and is to the southward of Bengo River, from which it lies S. W. and from Danda River to the northward of Bengo it is S. S. W. A S. by W. wind will carry a ship to it, if it does not overblow; but if it does, run into the bay of Bengo, and come to an anchor in 10 fathoms. Come no nearer over night, and the next morning the land breeze will serve to go to this island of Loando or Loanzo; but if a ship runs into this bay in the night, by sounding on the S. shore, it may go in on that side to any depth at pleasure, being a safe sandy bay and good ground.

Though the island is low, yet in this situation it will be directly before a ship, and cannot escape the seaman's observation; but when a ship is near enough to discover it, if it is not seen at first, the Escendas, which are four low trees upon the island, will also be seen. Only three of these will appear on first making them, but the other will be seen from the top-mast head, from whence there will be a prospect across the island, and the sea will appear between the island and main. Ships which go in there may come to anchor within a stone's cast of the land, in 15 fathoms water, and by carrying the cable on shore will be perfectly safe; observing, however, that if a ship anchors at the N. E. point, one cable must be carried to the shore, and another anchor and cable thwart to seaward, and then it will be well moored. The island is about 10 leagues in length from N. E. by E. to S. W. by W. and has a reef for two leagues off from the S. W. point, between which and the main is the channel called Corumba. To go northward from this point run into 30 or 40 fathoms, to avoid a tail that falls off from the land, that might otherwise pick up a ship by keeping too near the shore. To the S. of this island is Point Palmerina.

LOANGO, on the coast of Loango, on the S. W. coast of Africa, is in lat. 4 deg. 45 min. S. and long. 12 deg. 30

min. E. and the variation of the compass in the year 1773 was 18 deg. 20 min. Its appearance is that of a high cape, with a great row of palm-trees upon it; within which, farther from the shore, is the village of Awary, and to the southward of it two box-trees called the Castles, the northernmost being the largest, but both of them flat on the top. The land then falls again to the S. point, where a great reef runs off to seaward, that comes dry at low water, and has but 6 feet at high water; the space between forming a large bay from the two hills called the Women's Breasts, to the northward to this S. point. To ride at Loango, run to seaward till a ship is in 13 and 14 fathoms, having the great castle at S. E. by E. and then stand in again to the shore into 4 and 5 fathoms, where there is good ground. When a ship is within the reef, keep a village called Fine, that is on the high land, at E. S. E. and the S. point at S. W. southerly, which will be in from 3 to 4 fathoms, and good ground. It must be observed, that this reef runs off at W. N. W. for 2 leagues and a half to seaward, and is called the Indian Bar, from the high point of Loango; to the southward of which, at 8 leagues distance, is the river Cacongo.

LOANZO Bay, on the S. W. coast of Africa, is to the southward from Point Palmerina, and will be known by a close wood of trees that lies against the middle of it, and two round hummocks northerly, where there is anchorage in from 6 to 7 fathoms, and good ground. The river Loazo, called in some charts Coanza, falls into this bay between Cape Sambras and Cape Ledo, which is about half a league over at the mouth; into which river a small ship may go up for 20 leagues. It has been remarked of this river, that it is of several different colours, and its current so swift as to be perceived out at sea to the distance of 4 or 5 leagues. Cape Ledo is to the S. of this bay. See *Cape LEDO*.

LOBOC, is a town in the island of Bohol, one of the Philippine Islands so called, in the Eastern Indian Ocean, situated between Mindanao on the S. and Leyta to the N. E. in lat. about 10 deg. N. and long. 123 deg. E.

LOBOS Island, or the island of Wolves, is a small island in the channel between the islands of Fuerteventura or Forteventura and Lancerota, among the Canary Islands in the N. Atlantic Ocean. It is

about a league in circumference, desolate, and without water; but there is a very good road near it for shipping, which may be found by bringing the E. point of this island of Lobos to bear at N. E. by N. or N. E. and anchor half way between that and Fuerteventura, or rather nearer to the latter, where right on shore from the road is a well of good water, that is easy to be obtained. There is also a good broad channel between the S. W. end of the island of Lancerota and this little island of Lobos, through which ships may sail, being deep in the middle, and shoaling gradually towards Lancerota, but is rocky and foul near Lobos. When a ship comes from the E. with the trade wind, and is passing through this channel, as soon as a hill on Lancerota comes right to windward, it will be becalmed, and soon after have the wind at S. W. short tacks will be then necessary, till the trade is again obtained, or a constant northerly wind, the first puff of which will come from the W. or W. N. W. On receiving this, do not stand to the northward, which would lose it again immediately, but bear on towards Lobos, when the wind will become larger the nearer a ship is to the island, and before it has got two-thirds of the channel over will have a steady wind at N. or N. N. E. A great westerly swell causes the sea to break on the rocks at the N. W. end of Lobos with a horrible violence. Breakers have been seen of 60 feet high, one of which was sufficient instantly to stove the stoutest ship; and their noise has been heard like the sound of distant thunder, after having passed them for seven leagues. On this island the N. and N. E. winds constantly blow, and prevent the growth of all trees. See FORTAVENTURA, and LANCEROTA.

LOBOS or WOLVES Island, in the river of La Plata, on the E. coast of South America, is the first island within that river, a little S. from the N. point of the entrance, called Cape St. Mary. Palm Island is on the shore nearly N. from it, but without the cape, and Maldonada Island is within it, off the mouth of Maldonada Bay, on the N. shore also.

LOBOS or WOLVES Island, on the coast of Peru, on the W. side of South America, and on the S. Pacific Ocean, is a league and a half from the Morro Quemada, or headland of Quemada.

It is a small island, about three quarters of a league in length, in the direction of N. W. and S. E. and the land is indifferently high. Several flat low rocks lie between this island and the main, which stretch out towards the headland half over the channel, and leave the passage between very narrow and dangerous, though some ships have passed through by mistake, supposing it to have been the channel between St. Gallan Island and the headland of Paraca. But such an error must have been occasioned by great inattention, as they are very readily known and distinguished from each other; because this island of Lobos is foul and has rocks all round it, and one in particular, which is called the Breaker, stands above the water like a sugar-loaf, but the island of St. Gallan is all clean and bold, and has no rocks about it, besides the advantage of a much broader channel. The appearance of the land on the main also differs very much, that of Paraca being of an equal height, but this of Morro Quemada comes down sloping from the N. side, from a vast high mountain quite to the shore, where ships anchor on the starboard side of the entrance.

But as ships have passed through between the island of Lobos and the main by mistake, it is a demonstration that the measure is practicable. It is certain that there is a sufficient depth of water, but the hazard is that ships may touch upon the rocks, because in coming out to the northward there is a ledge of rocks, as has been mentioned already, that reaches almost half over towards the main. To the northward of this ledge of rocks there is also a smooth bank of sand, which forms as it were a creek between it and the island; and the sea is here so still, being kept off by that sand, that it makes a good road, where a ship may anchor in from 7 to 8 fathoms water, and, if occasion required, might venture to anchor in it; but care should be taken to sound it well before any ship ventures into it. From this island to the Morro de Vejas, or Old Man's Headland, is only half a league. The lat. of the island is about 14 deg. 40 min. S.

LOBOS Island, or *Ilha de Lobos*, otherwise called Sea Wolves Island, off the port of Guara on the coast of Peru, is in lat. about 11 deg. 30 min. S. It is but a small island, and near to it is a shoal, without which it is particularly necessary

necessary to keep at a good distance, as being very dangerous, and having but little depth of water within it. It must be brought a-stern to anchor in the port of Guara, according to the directions there given.

LOBOS Islands, distinguished by the Spaniards from their situation into Lobos de Barlevento and Lobos de Sotovento, or the windward and leeward islands of Lobos, are about 7 leagues from each other, and not far from the coast of Peru, in lat. 6 deg. 25 min. and 6 deg. 45 min. S. These also are called Sea Wolves or Seals Islands. It is sufficient to point out their situation, so as to avoid them, according as ships are passing to the windward or leeward of them. The Lobos de Sotovento, or the Leeward Island, to the N. W. from the other, is about 2 leagues in circuit, and is low, but has some high rocks about it; from which to Cape Aguja to the northward is about 5 leagues.

LOBOS de Payta, or Seals Island, to the northward of Cape Aguja, so called from Port Payta which is 11 leagues to the N. of it, is a small round island, the coast of which is not high but has very clean ground round it, and close to it; and the bight within it is known by the name of Eucanada de Cechusa, or bay of Cechusa, which runs in so deep that this island is 11 leagues due W. from the town of Cechusa, as is the Port of Payta 10 leagues and a half at N. W. from it.

LOBOS de la Mer Islands, in the S. Pacific Ocean, at the distance of 16 leagues from the main, are two small islands about a mile each in circumference, to the W. of one of which is a safe harbour, with a sandy bottom, for ships to careen. They are so named to distinguish them from Lobos de la Terra, or near the land. But the two largest of those which are met with under this name are 6 miles in length, and another small island is said to be to windward of the easternmost of these two, not half a mile in length, with rocks and breakers near the shore, the soil of which is a hungry white clay, and the important article of water is wholly wanting. But our accounts of these are related very imperfectly, so that they can only be given as they have come to our hands.

LOBRASSES Shoal, on the N. coast of France, is about 2 miles to the E. from the N. E. end of Brehat island. There are several rocks upon it that never ap-

pear but at very low ebbs. The Eschau-dees Rocks, which dry at every ebb, are about a gun-shot to the N. E. and between the Lobrasse and the island of Brehat or Briack are a great many shoals and rocks, of which those who are not well acquainted should be particularly careful.

LOBSTER'S Hole, on the E. side of Cornwallis's island in Chebusto harbour, in Nova Scotia, off which is a small island of about half a mile in length.

LOCHABER, or the Loch of Abyr, an inlet of the sea, near the mouth of which stands Fort William in one of the most barren parts of a bleak, mountainous, and barren country of Invernesshire in Scotland.

LOCHINDALE, a harbour, and the only one, in the island of Islay or Ila, one of the Hebrides or western islands of Scotland to the southward of Jura island. See ISLAY.

LOCH Nefs, is a lake of Scotland in the shire of Inverness, which has a communication with the Murray Frith and the British or German Ocean, and is 22 miles long, and from 1 to 2 in breadth, which in one place swells out to 3. The depth of this lake is very great, being in some places 140 fathoms, and it is remarkable that it never freezes, but in cold weather emits a steam as if from a furnace. Whether this is to be accounted for from the depth, or from any natural warmth in the water, we must not pretend to determine; but it is certain that this water, after being taken from the lake, will freeze as quickly as any other, and it is equally a fact that ice brought from other places, if thrown into the loch instantly thaws. It communicates at the upper extremity with Loch Oich, which is about 4 miles in length, and with Loch Lochy, which communicates, through Lochaber, with the Western Ocean, and is about 9 miles in length. By means of a canal of about 14 miles over a neck of land, a conveyance by water might be established here from one sea to the other.

LOCHTA, is a town of Sweden, with a good harbour, situated on the gulf of Bothnia, to the northward of the Baltic Sea, about 29 leagues to the S. of Torne, being in lat. 64 deg. 20 min. N. and long. 24 deg. 16 min. E.

LOCHY Loch. See **LOCH Nefs** and **INNERLOCHY Bay**.

LOCMARIA Point, is the easternmost point

point of the island of Belleisle, off the W. coast of France, near which on the S. side the English forces made good a landing, though it was but just practicable to mount the rocks, in 1761. The whole island is a natural fortification, and art has supplied the little want of it which nature has left undone.

LODGING Bay, in the straits of Maghellan, is one of the very good bays beyond Cape Shut-up; near which on one side is River's Bay, and on the other Wallis's Bay, and of these the last mentioned is the best.

Cape LODO, otherwise called Mad Cape, is the extreme S. point of land of W. Florida, at the mouths of the Mississippi river, in lat. about 29 deg. 10 min. N. and long. 71 deg. 42 min. W.

LODRIN, on the coast of Albania, on the E. shore of the gulf of Venice, in the very bight of the coast, in lat. 42 deg. 10 min. N. the land trending one way nearly S. and the other at N. W. by W.

LOEFORT, on the coast of Norway, is an island at N. N. E. from the N. point of Stadland, distant 15 leagues. There is anchorage under the W. point of the island, or a channel within the islands towards the N. Cape. It is due N. of the Maelftroom, or whirlpool, called sometimes the Navel of the Sea, and is a pretty large island, from lat. 67 deg. 35 min. to 50 min. N. and the southernmost of 3 large islands that lie in the direction of N. E. The islands of Rust and Wero are small, and to the S. both of this island and the Maelftroom. This island has been called LEFORT, and LOEFOUT. Its S. W. end is laid down according to some authorities, in lat. 68 deg. 15 min. N. and 10 deg. 20 min. E. and the N. E. end in lat. 69 deg. N. and long. 12 deg. E.

LOGGERHEAD Island, or Key, is about 3 leagues at E. N. E. from Cape Catoche, which is the N. E. point of Yucatan or Jucatan, on the S. shore of the gulf of Mexico. It seems to have received this name by our English seamen from the tortoises or turtles which are killed there, and known by the name of Loggerhead turtles. Between the cape and this island there is a channel, through which ships may pass freely; but the cape itself is in an island, and it must be observed that there is no channel between it and the main. See *Cape CATOCHE*.

LOGUILLON Point, within the S. entrance of the bay of Arcasson. See *ARCASSON*.

LOIRE River, on the W. coast of France, at the mouth of which are two small islands that divide the entrance into two channels, is one of the most considerable rivers of France having a course of near 500 miles from its rise in the Cevennes Mountains. After passing in various directions from the part of the country called Languedot, through several divisions, and near many capital towns, and receiving many smaller rivers, it falls into the bay of Biscay, about 10 leagues below the city of Nantz. It forms a very considerable bay at its mouth, between the island of Belleisle to the W. of it, which may be called the N. W. limit of the bay and the island of Noirmontier on the S. But this river, though of so much importance, is not navigable for ships of burden very far from the entrance; for those that are even bound to Nantz only, are obliged to unload at Pambeauf, and reship their cargoes on board of barges and small vessels to carry them up to that city. The town of Crozie or Croisic is on the W. point of the entrance to the river Loire; between it and the river Vilaine. Pilots may be had usually at Belleisle to sail to the Loire, in the mouth of which are several banks that are so very uneven, as to have 15 fathoms at one cast of the lead, and at the next only 8 or 9, and perhaps some of them may be still more irregular. But vessels at half flood go over most of those banks, only observing to keep clear of a rocky shoal called the Lombard that is almost 4 miles at S. S. W. from Baguenau; the marks for being thwart of which shoal are, when Crozie point bears N. W. and the point to the eastward of Villa Crenovi, on which is a windmill that stands within the land, comes at N. E. To the westward of this also is another bank called the Ture, about 5 miles from the shore.

But we shall endeavour, since pilots cannot be procured at Belleisle in times of war, when the knowledge of the channels may be of great importance for any secret expedition to harass the enemy, to give such directions as may be of use for this purpose. Having gained the E. end of the island of Hedic, run away from thence at E. by S. or from the easternmost of the rocks called the Cardinals,

towards Crozic point, so long till it begins to shoal, when the spire of Polguen, which is about 2 leagues at E. S. E. from the point, will come right against the highest tower at the E. end of Crozic. Then run along to the N. end of the sand bank, off Crozic Point, called the Four, where there are 4 rocks that are sometimes dry at low water, and keep the spire and tower on till the W. end of the island of Dumet comes on with Penvis Point; and keeping them open and shut run S. by E. until Polguen Point is brought on at E. by S. Keep that course along the shore as far as to the island Baguenau, and the rock called Pierre Percee to the southward of St. Sebastian, and at the distance of more than half a league from the shore. Beware of coming too near the land to the westward of Polguen, as the coast thereabouts is far from being clean.

There are several small islands, rocks, and sandy banks, that are very dangerous, to the eastward of Polguen Point, so that the shore harbours must be avoided as much as possible, and care taken to keep well without the Baguenau and Percee Rocks. When a ship has passed these, it must look out to avoid the Carpenter Rock, which lies near 2 miles from the shore, a little above St. Sebastian, and then run along by the N. shore of the entrance of the Loire as far as St. Nazaire. There is 3 or 4 fathoms at low water between them in some places, and particular care must be had not to run upon the Morees, a rock off La Villa Martin, but to pass to the northward of it; and when a ship is within the point of Nazaire, there is anchorage in 6 or 7 fathoms and good ground.

From St. Nazaire, for about a league and a half to the eastward, the N. shore of the river is very shoal and stony, which, with the Bello banks, are thwart almost the breadth of the river. Ships must therefore stand over from the road of St. Nazaire towards the S. shore, to Point Midain, from whence they may sail right up, taking care to avoid a sand bank right over against Montoire, which is known by the name of Meloire and is a little below Point Perley. Montoire will bear directly N. and the northernmost of the windmills beyond La Villa Martin come right over the point of La Villa Halluart, when a vessel is thwart of this sand bank. In less than half a

league further, just before a ship comes to the island of St. Nicholas, is a rock called Sec or See that comes dry at low water, and is a little above Perley Point. Having passed this sand, there is 2 fathoms at low water all along; and to the westward of Corser, off Parret's Mill, is Parret's Bank close to the shore. The rock Brianda also lies off point Aurelle, which is bare at the ebb of spring tides; and a little higher, but towards the N. shore, is the rocky bank called the Moulton that sometimes comes dry. On the S. shore also lies the W. end of Painbeauf bank against the village of its name which extends almost a league higher up to point Romes, and takes nearly half the breadth of the river. Having passed this bank, vessels may run along the N. shore as far as to Pelerin, which is the usual landing place, and is about 2 leagues from Nantz, where goods are brought off from the ships. Though we have given this description of the channel, by which it must be seen that great attention is necessary to conduct vessels up this river, it is accounted to be pilots water, from Nazaire, and, few ships attempt the passage up without them. The city of Nantz is situated in lat. 47 deg. 13 min. N. and long. 2 deg. 85 min. W. and has high water on full and change days about 3 o'clock.

Port LOMA. See ACARI.

LOMARIA Port or Point. See LOC-MARIA.

LOMBARD Shoal, in the river Loire, on the W. coast of France, which has been already noticed in describing the navigation of that river. See LOIRE.

LOMBASCHO, on the N. E. coast of Lapland, is 12 leagues at S. S. E. from Sweetnaes, under which there is anchorage, but the ground is not good, and there is a foul sea; the best situation for anchorage is between Lombascho Point, and the southernmost of 5 islands that lie along the coast to the northward of it, by means of which the point may be known. From hence to Orlogeness Point is 11 leagues at S. S. E. and S. by E. the coast between being all clean and steep, but has no road wherein to anchor; though in good weather, if a ship meets with contrary winds, it may anchor in from 25 to 30 fathoms to stop for the tide, any where at sea, because the tide sets strong both into and out of the White Sea.

LOMBON

LOMBOK Island, in the eastern Indian Ocean, is in lat. 8 deg. 30 min. S. and long. 116 deg. 25 min. E.

LOMBOK Strait, is a passage or channel between the island of Lombok and the island of Cumbava, in the Indian Ocean; but ships seldom go through it, because the strait of Balli, which is not far to the W. of it, is a navigation that is much better known.

LONDON, the metropolis of the kingdom of England, and the place of assembling of the parliament of Great Britain, as a port deserves to be noticed in this work, though at so great a distance from the sea. It is placed, including the city of Westminster and the borough of Southwark, on both sides of the River Thames, for several miles in extent. Its situation, with respect to navigation, is peculiarly favourable, being neither too high or too low. Had it been placed lower down on the river, it would not only have been annoyed by the marshes, but more liable to insults from foreign foes; and if it had been higher, it would not have been accessible, as it is at present, to ships of large burden. But its actual position is such as to give it every advantage that can be derived from a sea port without any of its dangers. It also enjoys, by means of its noble river, a very extensive communication with the internal parts of the country, that supply it with every species of the necessaries of life, and receive from it in return those articles of commerce which they may respectively require. It is plentifully supplied with the very great and important article of fuel, by the navigation of its river, from the northern collieries, which branch of commerce forms a principal nursery for seamen, independent of foreign trade; and is a very distinguished source of its naval superiority. With equal ease are corn and various other articles conveyed to it from all the maritime ports of the kingdom, as well as from foreign parts whenever it is found necessary, in which great numbers of coasting vessels are constantly employed, and ships in foreign commerce occasionally exercised. The vast E. India trade, with those to Turkey and Hudson's Bay, are wholly confined to this port. See **THAMES**. Its lat. is 51 deg. 32 min. N. and long. from Greenwich Observatory, the point or meridian from whence seamen now generally begin to reckon the long. about 5 min. 37 sec. W. and it has high water on full and

change days at London Bridge at 3 o'clock. By the late act of parliament for supplying 20,000 men to his majesty's navy, this port is to raise 5725 men. It has been estimated that there are annually imported into the River Thames to the city of London more than 766,880 chaldrons of coals.

NEW LONDON, on the coast of New England in North America, is situated on the W. side of the River Thames, and has a bay of its name on the S. The port and harbour are the best of any on the coast of Connecticut. On the opposite side of the bay is a town called Groton at the distance of 3 miles to the eastward. This town and port are about 80 miles to the E. from New York, in lat. 41 deg. 25 min. N. and long. 73 deg. 10 min. W.

LONDONDERRY, on the N. coast of Ireland, is situated on the River Foyle or Moarn, about three miles to the S. of Lough Foyle, a lake of near 12 miles in length and 5 or 6 in breadth near the middle, but narrow at each end. Directions have been given under the article of Lough Foyle for sailing into the lake, and to the mouth of the river leading to Londonderry. See **LOUGH FOYLE**. It has a considerable linen manufactory, but its imports and exports are comparatively small, if considered with those of Belfast and Newry. It has a harbour which is bordered with a quay, and has a boom across the entrance, being about 5 miles to the S. of the lake or bay of Lough Foyle. It is in lat. 55 deg. 12 min. N. and long. 7 deg. 35 min. W. and has high water on spring tide days at half past 7 o'clock.

LONG Bank, is a sand over the tail of which some ships have passed in 3 fathoms towards the shore of Vlieland to the E. of the Texel island a little to the E. of the second buoy of the Stortelmeek channel, the first buoy lying upon the bank in 5 fathoms. This bank is flat on the N. side, and in the middle of it is a swatch in the direction of E. and W. which must be passed as well as the bank on its S. side to get into the Stortelmeek Gat, or a ship will be in a dangerous situation with a westerly wind, as the bank closes it to the eastward. See **FLIE** and **STORTELMECK**.

LONG Bay, at the E. end of the island of Jamaica to the S. of Hobby's Cove, near the N. E. point, has Priestman's

man's river to the N. and Little Bay to the S. and is in lat. 18 deg. 14 min. N. and long 76 deg. 10 min. W.

LONG Heads, on the W. coast of Africa, are to the S. easterly from the bay and island of Arguin. See ARGUIN.

LONG Island, on the eastern coast of the gulf of Venice, is 30 miles in length and scarcely 2 in breadth, and lies parallel with the shore, in the direction of S. E. and N. W. There are many small islands between it and the main, within which is the city of Zara, having a good haven. It is 10 leagues to the N. W. from Cape Cefso, and 22 leagues to the S. E. from Cape Promontories, having many islands along the shore between them. See ZARA.

LONG Island, on the E. coast of the Archipelago, is in the gulf of Smyrna, nearly in the midway between the two shores, and is, as its name denotes, long in proportion to its breadth. Except a small island near each of the points, contiguous to the shore, at the entrance of the gulf, it is the first island that is met with in the fair way of the channel, to the E. of which is an island called Partridge island, and further in some other smaller islands. See SMYRNA Gulf.

LONG Island, in Turtle Bay in the island of Mauritius, between which and the Gunner's Coin ships must pass to go into that bay.

LONG Island, a small island so called, being the southernmost of the islands which lie off the E. coast of the peninsula of India in the gulf of Manara, and form the shelter to the road called English Bay. There are some sunken rocks off its S. end, and the island itself, as well as another to the N. of it, is part of a rocky bank that breaks off the sea before Tutecorin. It is in lat. 8 deg. 48 min. N. and nearly N. in the direction of the coast from point Manapar.

LONG Island, in the eastern Indian Ocean, is but a small island, though larger than some others near it to the N. E. and is in lat. 10 deg. 20 min. N. and long. 112 deg. 36 min. E.

LONG Island, on the S. coast of Newfoundland, is a long and narrow island so called in the N. E. part of the bay of Despair. See DESPAIR bay and island.

LONG Island, an island so called on the coast of New England in N. America.

rica, extending, from lat. 44 deg. 29 min. to 44 deg. 41 min. N. and in long. about 68 deg. 48 min. W. but is very narrow.

LONG Island, is an island the E. end of which is contiguous to New York on the coast of N. America, and extends eastward parallel to the coast of Connecticut, from which it is separated only by a narrow channel called Long Island Sound. Its length is about 100 miles, and its breadth 12, but is very irregular. Several islands lie off the coast, particularly near the E. end; none of which are inhabited. The lat. is about 41 deg. N. and long. from 71 deg. 59 min. to 74 deg. 20 min. W. and has high water on spring tide days at 3 o'clock.

LONG Island, on the coast of S. Carolina, in N. America, is to the E. N. E. of Charles Town, and N. E. from Sullivan's island, in lat. about 32 deg. 48 min. N. and long. 78 deg. 36 min. W. It is but a small island and at a little distance only from the main land.

LONG Island, one of the Bahamas so called in the W. Indies, is about 8 leagues at E. half N. from Exuma. Its N. point is in lat. 23 deg. 37 min. N. and long. 74 deg. 51 min. W. and the S. point in lat. 22 deg. 48 min. N. and long. 74 deg. 27 min. W. See EXUMA.

LONG Island on the N. side of the island of Antigua in the West Indies, is an island which lies before the opening into Parham harbour, having a smaller island, called Maiden Island, a little to the W. of S. from it, between this island and a point of land of the main island to the westward of the latter island. It is beset with banks and rocks from the N. W. by the N. to the E. From the westernmost point of the island a sand bank runs to the N. W. for half a league nearly, so that ships must keep at that distance from the said point, and at least 2 miles at N. W. from Maiden Island, before they attempt to go in on that course for the latter island. By this course they will come thwart of the westernmost point of Long Island, about half a mile short of Maiden Island, and thereby avoid a shoal which runs out from the main island towards the N. E. as well as this bank from the point in the direction of N. W. which has but from 2 to 6 feet upon it.

LONG Island in Dusky Bay, is to the eastward of Indian Island and between them a narrow channel. Under the N. side of it is anchorage in 43 fathoms, but a strong current sets to the westward. From a northern point on its N. side is Detention Cove, at the distance of a mile and a half to the E. See **DUSKY Bay** and **INDIAN Island**.

LONG Island in Queen Charlotte's Sound, is at the N. part of the southern island of New Zealand in the S. Pacific Ocean. It is in the middle of the sound, nearly parallel to the eastern shore, and is between 2 and 3 leagues long, but scarcely 2 miles broad in any part of it; and the channel between it and the land on the E. has 25 fathoms water; but the coast on the N. W. side is irregular, and forms a bay in which is from 12 to 9 fathoms water, nearly S. from Motuara island. There is a very small island at its N. E. end, and nearly at E. from the S. end of Motuara island, and the S. W. end of Long Island is nearly thwart of Shag Cove on the W.

LONG Nose, a rocky sand which runs off at N. N. E. from the Fore Nefs on the coast of Kent, to the W. of the N. Foreland, to which all ships passing round the Foreland should give a birth of at least a mile or half a league. As there are no dangers in passing round the N. Foreland, but what come off from the shore, the distance of 2 or 3 miles, in doubling the N. Foreland can be no disadvantage; for though a good general rule may be to come no nearer the Long Nose than 6 fathoms, yet a sufficient distance, till the channel is either way fairly open to the W. up the Thames, or to the S. for the Downs, precludes the necessity of every other information.

LONG Nose, on the E. coast of New Holland or New South Wales in the South Pacific Ocean, is to the northward of Capt St George, and the N. point of a bay. It is in lat. 35 deg. 6 min. S. and long. 151 deg. 15 min. E. The variation of the compass on this coast is 9 deg. 18 min. E.

LONG Point, in Queen Charlotte's Sound, in New Zealand, is the N. limit of East Bay, which bay runs so far in to the E. as to form a narrow isthmus between the bottom of it and the coast of Cook's Strait. See **LONG Island** in Queen Charlotte's Sound.

LONG Reach, in the River Thames, is a term which has been applied to a part

of that river between London and Gravesend, or, more strictly speaking, between Dartford and Stone.

LONG Reach, a part of the straits of Maghellan so called, towards the W. end, being a narrow part, but open and clear from either rocks or islands in the mid channel, and extends somewhat farther than the distance between Cape Quod and Buckley's Point on the N. shore.

LONG Rock, a ledge of rocks so called on the N. coast of France, to the southward of St. Quay's Island which never appear but on the ebb of spring tides. Both these are within the Robinet's rocks near the bottom of Brieux Bay.

LONG Sand, near the point of the entrance into Boston Deep on the coast of Lincolnshire, for which see **BOSTON Deep**.

LONG Sand, in the mouth of the River Thames, runs lengthways in the direction of N. E. by E. or a little more northerly; of which the E. point is called the Long Sand Head, and the W. end is called the Girdler, and has a buoy upon it, on the larboard side of the passage from the Nore into the Queen's Channel, as the buoy of the Spaniard Shoal is on the starboard. Directions have been given to sail round it from the N. Foreland, under the article of Kentish Knock, and therefore we shall not here repeat them. On the N. side is a narrow channel, called the Black Deep, between it and the sand called the Sunk, and towards the W. end of it has the name of Knock John, which has a sufficient depth and clear all the way, but requires a large and steady wind to sail through it, and, from its being so very much contracted, is very seldom used. See **KENTISH KNOCK**, and **KNOWL**.

The Long Sand Head is about 3 miles at N. by E. from the E. part of the Knock, and has 6 fathoms upon it, and about 3 miles to the W. N. W. half N. is the Sunk Head, which sometimes comes dry, though it has 9 fathoms close to it. If a ship is a little more than 2 miles to the E. of the Long Sand Head, in 13 or 14 fathoms, the Naze Tower will bear W. by N. half N. at the distance of 16 miles, by which mark ships may sail to the buoy of the Gunfleet. From the Long Sand Head, i. e. in 13 or 14 fathoms to the eastward of it, to the buoy of the Ruff is about 10 or 11 miles at N. W. and from the same depth and situation to Orfordness is about 4 leagues

leagues at N. half E. till the lights bear at N. W. by N. or a little more northerly, or till Orford Church and Castle are at N. W. thereby avoiding the E. end of the Sheepwash, or Bawdsey Sand, and then the nebs will be about 3 leagues off. The Gabbords are about 6 leagues from the same depth and situation, at N. E. half N. on which is 3 or 4 fathoms, and the N. end of the Galloper is about 4 leagues at E. half N. from the same place.

It has been observed, that between the Long Sand Head and the S. W. end of the Sheepwash or Bawdsey Sand there is a Middle Ground almost from one to the other, which has but 9 fathoms on it; though on each side close to it is from 10 to 12 fathoms. There is no immediate danger from it; but it has sometimes been taken for the shoaling of the W. flat of the Sheepwash, which is deep and rather steep, and may therefore lead to danger in the night or hazy weather, if unattended to. It is but narrow, though it is 7 or 8 miles in length, and about 6 miles distant from the Gunfleet Buoy. The lat. of the Long Sand Head is 51 deg. 47 min. N. and long. 1 deg. 41 min. E.

LONG Sand, within the Zuyder Zee, is S. easterly from the E. end of the Vlieland or Flie Island, before the entrance of that sea. It runs up to the N. westerly towards the Flie Island with a long narrow spit, and has a channel on each side of it marked by buoys; those on the W. side along that edge of the sand forming the E. limit of that channel nearly at S. for some distance, and those on the E. side along the other edge forming the W. limit of that channel nearly in the direction of S. E.

To go in by these channels, after passing through the Stortemeck Channel from the N. side of Flie Island, round its E. end into the Sloop, so as to get the island at W. between it and the buoy on the larboard on the W. point of the Rosyne Plat, run southward, a little easterly, when the beacons of the Crake Sand will soon come on the starboard, between which and the buoys of the Long Sand on the larboard is the W. channel. It must be observed, in steering southward, the two buoys of Schierings Hals will also be on the starboard, and opposite a buoy on the larboard, in a narrow part of this channel. It has been

observed, that this is the best road in all the Flie Stream, where also there runs but little tide. Beyond this to the S. a little westerly, are beacons on the starboard side of the channel along the great sand of the Crake, and on the larboard two buoys called the Wolfshoec or Woolshoec, and the Ellebogg or Elbow. Keep in this direction past these buoys to the southernmost beacon on the W. sand, and thwart the next buoy on the E. From the Sloop, or abreast of the first beacon of the Crake Sand, here is a depth of from 10 to 6 fathoms, in the fairway of the channel, till its trending to the S. E. Here is the turning of the Long Sand to the S. E. between that buoy and a beacon at S. S. W. from it, which is on the N. point of the Bree or Broad Sand. Keep more easterly as far as to the next buoy on the larboard, called Shuyle Sand, but situated on a point of the same Long Sand; on the starboard side of which channel will also be seen a beacon, on a tail or point of the Bree Sand. The Swanbalgh Buoy is at S. E. from this, a little southerly, and is the extreme part of the Long Sand, and there is a beacon thwart of it on the starboard also; the depth in this S. E. channel is from 4 to 8 fathoms. Due S. from the Swanbalgh Buoy is the Middle Ground Buoy, and the Igelhoeck to the S. of that; and the starboard side of the channel has beacons along the E. side of the Bree Sand in the same direction nearly till abreast of the W. Worcum Buoy. See IGELHOECK. The other channel, which goes from the N. point of the Long Sand, is that which goes to the E. shore of the Zuyder Zee to Harlingen, and has there been related. See HARLINGEN, and WESTER Boom Gat.

LONG Sand Head, in the river of Hughly, at the bottom of Bengal Bay in the East Indies, is about 2 miles at E. by S. from the river Cowcolle, between which head and the shore is the channel, but close aboard of the Long Sand, unless the channel be again lately changed, which it frequently does here. It is therefore necessary to keep out the shallops a head to find the soundings of the fairway of the passage, as a bank was thrown up some years ago betwixt this sand and the river's mouth, that came dry at low water of spring tides,

and made the passage both narrow and dangerous. If it continues in the same situation, the best direction is to anchor in one of the shallows on the pitch of the Long Sand Head, and a ship's boat to be placed at a grappling on the E. edge of the new bank, when ships may pass in between with safety at half flood. Yet as the channels of these large rivers are continually shifting from the nature of the soil, it is advisable to get a pilot. If a ship has not a shallop, she must anchor about a mile and a half short of Cowcolle River till a quarter ebb, when the Long Sand will discover itself, by coming dry. See what has been said under COWCOLLE.

LONG Sand, on the E. coast of New Zealand in the S. Pacific Ocean, otherwise called TAONEROA, is in lat. 38 deg. 42 min. S. and long. 178 deg. 24 min. E. It is in the form of a horse-shoe, and is known by an island that lies close under the N. E. point of Poverty Bay, of which the other point is at 2 leagues to the S. W. by W.

LONG Scars, a rock so called near the shore on the coast of Durham, between Hartlepool and the Tees, which is very dangerous; it must be avoided by keeping off in 5 or 6 fathoms. In sailing into the river Tees, keep off so far as to keep clear of the Salt Scars on the S. and the Long Scars on the N. till a ship comes before the mouth of the river, and then stand for it.

LONG Ships are certain rocks off the Land's End, which are high and above water, and stretch out W. two miles from the land. Between them and the main it is all foul, though there is otherwise a sufficient depth of water. On the N. side of them is Whitland Bay, and Breefin Island at N. N. E. near 2 leagues distant; and when Breefin Island is kept open of the Long Ships a handspike's length, it is a mark for being clear of the Wolf or Gulf Rock, which is about 3 leagues at S. W. from the Land's End.

The Corporation of the Trinity House, London, have caused a light-house to be erected on these rocks, wherein lights are to be exhibited from and after September 29th, 1795, from sun-setting to sun-rising every night for the benefit of navigation. They have also erected beacons or sea-marks on the Wolf Rock and Rundle Stone, to point out their exact situation.

Proper directions for sailing by the Long Ships will be given under WHIT-SAND Bay, which see.

LONG Sound, on the coast of Norway, is a noted place for loading timber and other goods of that country, and one of the best harbours belonging to it. It is more than a league at N. N. E. from Joffer's Island, and has a high round rock before it, on which is a warder or mark tree. The southernmost channel of the sound is King's Haven; but pilots must be taken at Joffer's Island for all the harbours, which are many, in Long Sound. It is N. E. from Fleckery Island, as that is E. N. E. from the Naze of Norway, the whole distance being 26 leagues. The land is full of steep and stony hills, and the sea abounds with frightful rocks and dangerous places; but there are abundance of good harbours amongst them, with very safe anchorage, and shelter from all winds, and deep water to the very shore. Hence it is every where full of trade, being so very convenient for lading ships in almost every creek; but there is no stirring without a pilot. The tides along this coast keep no certain course, for there is sometimes so strong a current to the W. that a ship can scarcely stem it with a fresh gale from the S. W. this usually happens in the spring, and the nearer to the coast the stronger it is, though there is little or no swell of the tide, notwithstanding the rapidity of this current.

LONG Wood, is a mark for the breakers of the Barabullo in Hughly River, being a grove of trees so named to the northward of the entrance of Kedgare River. These breakers are about 4 miles off from the western shore, and bear at S. E. and N. W. with the Kittesale or Umbrella Tree, and N. and S. with the Long Wood.

LONGEE Bank or Sand, on the W. coast of France, is between the island of Aix and the island of Oleron. Its S. end lies about two miles to the S. W. from the S. end of the island of Aix, and within a mile and a half from the island of Oleron, and runs along to the northward by the side of Oleron Island about 2 leagues. It is uncovered at each end at low water, but has 2 and 3 fathoms towards the middle.

LONGER Haven, is about a league to the W. N. W. from the E. point of Whiddy

Whiddy Island near the S. W. part of Ireland, in the bottom of Bantry Bay, and within Beer Haven Island. In failing for the haven from this point, there is a great rock about the middle of the fairway, round which a ship may fail on either side, but it is best on the off side, as being clear and clean, and as having some foul ground on the inner side; no person should venture on that side of it who is not well acquainted. The entrance of Longerf Haven lies in at N. N. W. and on the starboard side is some foul ground, which comes dry at the ebb of spring tides, and must therefore be avoided; in every other part it is good anchoring over a good bottom, and no danger but what is visible.

LONGUE Island off the S. E. point of the peninsula, between the gulf of Corinth and the S. end of the entrance of the gulf of Negropont; and is about N. N. E. from the island of St. George de Arbore, and N. W. from the island of Leo, which lies farther out, near the W. shore of the Archipelago.

LONGUE Island, a small island off the N. part of Mauritius or Island of France in the Indian Ocean, and at no great distance from it.

LONGUEY Bay, on the coast of Chili on the W. coast of South America, sometimes called Tonguey or Tonguay, is 10 leagues to the N. from Limari, and in lat. 30 deg. 30 min. S. In the road is a headland opposite to a small river, where is good watering; and there is good anchorage all over the bay, and clean holding ground. This bay may be certainly known by the hill called Sierra del Guanaquero, and by a low point running out, called Lengua de Vacca, the Cow's Tongue, which closes the bay to the westward. This coast, though indifferently high, so as to be seen at 25 or 30 leagues off at sea, makes at first as if it was all drowned, because the mountains of the Cordilleras that appear over it, are always covered with snow. It is 7 leagues from hence to Herradura or Horse Shoe Point to the southward of Coquimbo.

LONTAR Island, near the S. W. side of the peninsula of Malacca in the East Indies, to the S. S. E. from Junfalon Island, and not far from the N. W. entrance of the straits of Malacca, in lat. 7 deg. 30 min. N. and long. 98 deg. E.

LOOE, distinguished into E. and W

Looe, the latter being sometimes called Port Pigham, is betwixt 3 and 4 leagues to the westward of Ram Head on the S. coast of Cornwall, and has a high island before it a little to the westward of the harbour's mouth, by which the entrance is sufficiently distinguished. It cannot receive large vessels, having but 10 feet water on the bar at high water, and the road before it is a wild place to anchor in. Though its harbour is not large, yet it is commodious, and its river is navigable for vessels of 100 tons. It is in lat. 50 deg. 23 min. N. and long. 4 deg. 36 min. W. This port supplies 16 men for its quota of 20,000 seamen to be raised by act of parliament (1795) for manning the navy.

LOOE Channel, is a small channel off the coast of Sussex, having the Mixens Sand on the N. and the two small sands called the Middle Ground and the Puller on the S. It is only to be attempted by those who are well acquainted with the sands, all others being advised to keep without them and Eastborough Head Bank. The Mixen is about 2 miles to the southward from the S. point of Selsey or Selsey.

LOOF HARBOR Rocks, are sunken rocks so named to the W. of the small island of the Shetland Islands called the Holm of Caistor, which ships passing that way will be careful to avoid.

LOOK-OUT Cape, is the S. point of the Island of Spitzbergen, in the Frozen Ocean, in lat. about 76 deg. and a half, having Foul Sound to the N. E. of it, and on the E. side of it an island called Witches Island. Horn Sound, on the other hand, is N. W. from the cape. See *Point LOOK-OUT*, in E. Greenland.

LOOK-OUT Cape, on the coast of N. Carolina, in N. America, is a very remarkable point of land, at the southern extremity of a long and very narrow bank along the shore, for 14 or 15 leagues in the direction of S. S. W. from the Occracoke Inlet or Channel into Pamticoe Sound. It turns double in the form of a short hook, besides which, a narrow slip runs off westward, a little N. from the hook, to the entrance into Core Sound. Its lat. is 34 deg. 22 min. N. and long. 76 deg. 50 min. W. and has high water on full and change days at 7 o'clock.

Point LOOK-OUT, on the coast of E. Greenland, is in lat. 76 deg. 24 min. N. and long. 16 deg. 28 min. E. and is sometimes

Sometimes called *Cape Look-Out*, which see.

LOOK-OUT Point, in Hudson's Bay, in N. America, is to the N. W. from Marble Haven, and between Cape Henrietta Maria to the eastward, and Hayes's river to the westward.

LOOK-OUT Point, on the coast of New Holland, or New S. Wales, in the S. Pacific Ocean, is in lat. 27 deg. 6 min. S. and 153 deg. 30 min. of E. long. being nearly due S. from Cape Morton, having Morton Bay between them. This is nearly the most easterly part of the coast of that extensive island. Point Danger is considerably at S. from it. From this point are breakers towards the N. E. before the opening of Morton Bay at 3 or 4 miles from it.

LOOK-OUT Point, on the N. E. coast of New Holland, or New S. Wales, to the W. N. W. from Cape Flattery, in about 14 deg. 54 min. of S. lat. This land and the cape are conspicuous, because the land to the southward as far as Cape Bedford is low, as it is to the northward of Point Look-Out, near the shore.

Cape LOPATKA, on the E. coast of Asia. See LAPATKA.

Cape LOPEZ, on the S. coast of Africa, otherwise Cape Lopez Gonzales, is at the distance of 37 leagues to the E. S. E. from the island of St. Thomas; which island is 40 leagues due W. from the River Gabon, consequently this cape is to the southward of it. The Island of Finas is 6 or 7 leagues to the S. of the river, and the shore between is covered with trees; from which island the Flats begin, lying out to seaward between the Rivers Nazar and Angra, where ships, especially large ones, must take care not to come into a less depth than from 10 to 12 fathoms, though small ships may venture into 5 or 6 fathoms. To the S. of these Flats will be seen an island with a white sand bank that is very shoal, and runs out a league from the main; on this bank is not above 2 fathoms, so that no ship should come nearer to it than 5 fathoms. From hence steer W. S. W. to get above the reef which shoots off from the island, and as soon as a ship has doubled it, this cape will be in sight at W. S. W. or thereabouts, according as a ship lies off from the land.

This cape is so low and flat that the trees seem to stand in the water; but it is free from shoals and reefs, so that a ship

may stand very near to it, being also steep. When you come near, and wish to go to the road, run S. E. as high as possible; and at the creek will be perceived a very high tree, shewing higher than all the rest as a ship comes from the cape, but cannot be seen at all by a ship that comes from the E. Here is anchorage in from 8 to 10 fathoms water, with the small bower carried to seaward in 12 fathoms; and from May to the beginning of October the wind always blows S. which will render it unnecessary to moor a ship to the shore. The Island of Annabona is S. westerly from the cape, in lat. 1 deg. 15 min. S. and to the S. of the cape at 10 leagues distance, are the bights of St. Mexios.

From the cape as far southward as to the high mountains of Cascais, beyond the River Cacongo, the land is low, and the coast dangerous, and ships must not come nearer to it than 10 fathoms. All the way from the cape hither ships advance with great difficulty, sometimes turning against the wind, sometimes against the streams and currents, and sometimes being under the necessity of anchoring on account of both being contrary. But they always come to an anchor by night, and in the morning stand out to sea till towards noon, especially if the wind is S. and S. E. and even when it is still and calm, though in 80 fathoms, otherwise they will lose ground; and if this is found to be the case, anchor immediately, as it will be next to impossible, if the weather be calm, to pass the mouth of the great River Cacongo. The lat. of Cape Lopez is 50 min. S. and long. 10 deg. 18 min. E. See CACONGO and CASCAIS.

Port Martin LOPEZ, on the W. coast of New Mexico, on the Pacific Ocean, is sometimes called Condadillo. See CONDADILLO.

Pero LOPEZ, a creek so called on the starboard side of the River Bueno Ventura on the coast of Peru, which is the first creek that is to be shunned on that shore, because it goes out again into the sea. See BONAVENTURE Bay and River.

LOPPEN Island, is one of the two small islands on the coast of Norway, which, with Skysfen, are left on the larboard side to go into Tromsund, at the E. end of the island so called, within which there are several bays and roads that afford anchorage. To go through the

Suyet

Sayer Sound, Loppen must be left on the starboard, and Surroy on the larboard side, in going to the northward of these islands.

LOPPEN CALF Island, is the other of the two small islands on the coast of Norway, on the larboard side of the entrance into Tromsund.

LOQUEJOY Banks; a shoal near the N. W. part of France that lies off from the shore about midway between the Finestire's Rocks and the Blank Moins Rocks at St. Matthew's Point. It is therefore advisable to keep without them, which may be done by running right from Point Vintier with the Blank Moins until the Abbey of St. Matthew bears E. S. E. and then directly for the Abbey into a good road that lies under it, where, on coming before the Abbey, ships may anchor in 6 or 7 fathoms.

LORA. See LOA.

LORD HOWE's Groupe, an extensive cluster or groupe of islands in the South Pacific Ocean, of which 32 were counted from the mast-head in 1791, and some of them of considerable extent. Most of them appeared to be thickly covered with wood, amongst which the cocoa nut-tree was very conspicuous. This groupe is in lat. 5 deg. 30 min. S. and extends from 159 deg. 14 min. to 37 min. of E. long.

LORD HOWE's Island, in the South Pacific Ocean, is about 140 leagues to the E. from New Holland or New South Wales, having good anchorage on the W. side, but over a coral bottom. Many excellent turtle have been caught here on a sandy beach, and the island abounds with a variety of birds. It was discovered by lieutenant, now Captain King in 1788, on his passage from Port Jackson to Norfolk Island. There are two very high mountains, nearly perpendicular from the sea, at the S. end of it, and the southernmost of these is named Mount Gower. Ball's Pyramid, a very remarkable rock, is about 14 miles to the S. and has at a distance the appearance of a steeple. It is 3 miles and a half long, but is very narrow; and it is in lat. 31 deg. 36 min. S. and long. 159 deg. 0 min. E.

LOREMBEC Cape, on the N. E. side of the port of Louisbourg, in the island of Cape Breton in North America, to the southward of St. Lawrence Gulf, is a mark for knowing the port at the distance of 12 leagues from it to seaward.

Cape LORENZO or St. LAWRENCE, on the coast of Peru. It is in lat. 1 deg. 2 min. S. and long. 80 deg. 17 min. W. See St. LAWRENCE Cape.

LORENZO Island on the W. coast of South America, on the South Atlantic Ocean, is above 2 miles to the W. of the cape at Callao, being about 4 miles long from N. W. to S. E. and near 2 broad in the broadest part. A very small island, called La Laja, lies in the midway between them, having only a depth of from 9 to 12 feet on its E. side towards the cape, on the N. side 4 fathoms, and on the W. side towards Lorenzo still more water. There is generally from 7 to 17 fathoms round this island; off the S. E. end of which is Fronton Island, having from 5 fathoms and a half to 14 fathoms round it, and between the islands some small rocks. There are also several small islands, called Palominos, about 3 miles on the W. of Lorenzo Island, having from 13 to 18 fathoms round them. See what has been said under LAWRENCE's Island.

LORIAN Cape, on the E. coast of Newfoundland, to the S. E. and S. from Cape Bonavista. See BONAVIDA Cape.

LORINCHINCA, on the coast of Peru, in South America, and on the S. Pacific Ocean, is about midway between Pisco and Chinca, or 3 leagues from each, and has a tolerable good road, with a fair strand on the shore. But there runs a great sea on this coast. Ships may anchor in 6 fathoms before a house that will be seen on the shore near a white church; this house is known by the name of El Molino, or the Mill. See CHINCA.

LOSSIE River, on the E. coast of Scotland, is in the county of Elgin or Moray, on which the county town of Elgin, heretofore the see of a bishop, is situated very pleasantly.

LOST Island. See FORLORN Island.

LOUANA Bay, on the S. W. side of the island of Jamaica, in the W. Indies, is a small bay contiguous to Banister's Bay, on the N. of it, and at the mouth of a small river, which here falls into the sea, from the hills on the N. of it that are upon the coast.

LOUGARBE Cape, in the island of Corsica in the Mediterranean, is near the N. W. part of the island, and is known particularly by a small island off it at a small distance from the main island, with a tower upon it.

St,

St. Louis Bay, on the coast of Labrador or Eskimaux in North America, is without and to the northward of the straits of Bellefleur, at the N. end of Newfoundland, and the N. point of St. Louis River or Bay, is called the Cape of St. Louis, in lat. 52 deg. 30 min. N. and long. 55 deg. 18 min. W.

St. Louis Bay, to the W. from the mouth of Mobile Bay and River in W. Florida, on the N. shore of the gulf of Mexico, in lat. 30 deg. N. and long. 72 deg. W. See **St. Louis River**.

St. Louis Bay, on the E. coast of the island of Martinico in the West Indies. It is a narrow and deep gulf, which goes in at W. S. W. or more southerly, near the middle of that side of the island between Simon's Bay on the N. W. and Pacmote Bay on the S.

St. Louis Bay, on the W. shore of the gulf of Mexico. See **BERNARDO**.

St. Louis Cape, on the E. coast of Labrador or Eskimaux in N. America, is the N. point of St. Louis River or Bay. See **St. Louis Bay**.

St. Louis Cape, on the main land of Nova Scotia, is near the E. end of the sound within the island of St. John's, and at N. W. from the gut or strait of Canis, being a projecting point from whence the coast trends nearly S. one way towards the strait of Canis to Artigoin's Bay, and W. the other on the S. side of the sound to Vert or Green Bay.

St. Louis Cape, the most westerly point of Kerguelen's Land in the Indian Ocean, otherwise called the island of Desolation. From hence to the N. E. towards Cape François is an island near the coast. See **DESOLATION Island**.

St. Louis Fort and Island, on the W. coast of Africa, is to the N. E. in the direction of the coast from Cape Verde. It is in lat. 15 deg. 45 min. N. and long. 15 deg. 30 min. W. There is anchorage a little to the N. of it along the coast in 9 and 10 fathoms and oozy ground.

St. Louis Mount, on the S. coast of the River St. Lawrence in N. America, above or to the S. W. of the gulf of St. Lawrence, near its mouth, to the eastward of Cape St. Ann, near which a river falls in that is known by the same name.

Port Louis, on the W. coast of France, for which see **BLAVET River**. The entrance into it is about a league and a half to the N. N. E. from the E. end of Groa island, and is very difficult

to go in, but a noble harbour after a ship is in. Between Port Louis and Morbain or Morbihain at the S. end of it is a ledge of rocks that runs out to seaward for a league in length. Larmor is on the W. point of the haven, and the ledge of rocks, called the Traverse, runs upon the E. Point or Point de Gaure. Off the E. side of the entrance of the haven, but within it, are two rocks that are always under water, and on the W. side another with a hole in it which dries at half ebb. It is necessary to be very careful of these rocks in coming in, so that to avoid the sunken rocks and foul grounds, a ship may run in along by the W. land; in doing which these marks are to be particularly observed. Before a ship enters the haven, the little island of Michael will be seen in the midst of the haven, with an abbey or something of a similar appearance on the main land to the eastward of it, when that abbey must be brought on the E. point of the haven, within the Traverse, and a ship may then run about by it. When a ship is in, there is a sufficient breadth, and anchorage before the island of St. Michael in 5 or 6 fathoms, and 3 or 4 fathoms at low water.

Port Louis, on the N. W. side of the island of Mauritius, is the principal town as well as harbour of the island, and the chief place whither the French now repair with their shipping. The entrance into it is formed by two shoals which advance a mile into the sea, into which no ship can sail, being prevented by the reigning S. E. winds, but must be warped in with cables, or towed in by boats. The channel is so narrow that two ships cannot go in abreast, which circumstance is one of its strongest securities, because no ships can approach it under sail. It will contain 200 sail, and is supplied with every necessary for building and repairing ships. However it is observable, that the S. E. wind generally blows with the least strength about sunrise, besides which on 4 or 5 days at intervals in the course of a month, the wind ceases early in the morning towards the N. parts of the island for an hour or two, when a faint breeze arises from the N. W. and if a ship is then stationed at the entrance of the channel, it might avail itself of this breeze and enter the harbour to attack the fort. From Port Louis northward to the N. E. extremity of the island there are landing-places for boats, but

but they are all defended by batteries, and the country behind is a continued thicket; and the rest of the coast, except at Port Bourbon on the E. side, is inaccessible. The lat. of Port Louis is 20 deg. 10 min. S. and long. 57 deg. 28 min. E.

St. Louis Port, on the S. side of the peninsula at the W. end of the island of St. Domingo in the West Indies, is to the N. a little easterly from Cow or Vache Island, and to the E. of Flenish or Flamande Bay. It has a tolerable harbour, but has not many inhabitants, though it is possessed of a fort for its defence. Its lat. is 18 deg. 19 min. N. and long. 73 deg. 16 min. W.

St. Louis River, is the same as St. Louis Bay on the E. coast of Labrador, already mentioned, having St. Louis Cape for its N. limit.

St. Louis or Mount Louis River, on the S. shore of the River St. Lawrence, on the coast of New Brunswick. See *Mount Louis*.

St. Louis River, a branch of the Mississippi, which separates to the eastward not far from its mouth, and falls into St. Louis Bay nearly due W. from the mouth of Mobile River and Bay.

N. B. Names not found here are related under LEWIS.

LOUISA, otherwise called DEGERBY, is a well situated town of Sweden, on the angle of the gulf of Finland with a commodious harbour, and forms a barrier or frontier against the Russian territories.

LOUISBOURG, the capital of the island of Cape Breton, on the S. of the gulf of St. Lawrence, and contiguous to the island of St. John's and the main land of Nova Scotia in North America. It is on the S. E. part of the island, and has one of the finest harbours in that part of the world, being almost 4 leagues in circuit, and has 6 or 7 fathoms water in every part, with good anchorage or mooring, so that ships might run aground without any danger. The entrance of the harbour is only about 500 yards in breadth, and is formed by two small islands, and Cape Lorembec, near the N. E. from it, is known 12 leagues off at sea. It stands on a point of land, and the harbour is more than half an English mile in breadth from the N. W. to the S. E. in the narrowest part, and near 6 miles in length from N. E. to S. W. There is a fine careening place in the N. E. part

of the harbour, with a wharf to heave down ships, in a secure situation from all winds; and on the opposite side are the fishing stages, and room for 2000 boats to cure their fish. But this harbour is altogether useless in the winter, being so completely frozen over that there is a passage across it upon the ice, from the end of November till May or June generally, but sometimes commencing sooner.

Coming from the N. E. sail in due W. or a point to the N. of it, keeping the fort at the entrance on the starboard, and the several islands which project from the town on the larboard at S. W. Get the fort at N. E. and round till it comes at E. S. E. when a ship will be fairly within the harbour. There is a sunken rock to the N. in a line from the second battery to the E. point of the town, which will be avoided by continuing the course at W. or at W. by N. till the N. E. branch of the harbour comes fairly open. On the starboard side on going in there is or formerly was a light-house, standing on a high rocky point that could be seen in a clear night to the distance of 5 leagues off at sea. Of the islands on the larboard, it may be observed, that there is from 9 to 12 and 14 fathoms at mid-channel between N. Cape and Island Battery, though there is but 4 fathoms near the Island Battery; from which battery several very small islands lie off to the S. E. and Green Island at S. by E. From this last island is also a small island at W. S. W. forming a line nearly from Island Battery to Black Cape, and nearly off the S. E. point of the town of Louisbourg. The town is in lat. 45 deg. 55 min. N. and long. 59 deg. 55 min. W.

LOUISIANA, is the country of N. America so called, which is bounded on the S. by the gulf of Mexico, on the E. by W. Florida, and on the W. by New Mexico. It abounds with rivers, of which the principal, besides the Mississippi, are, St. Francis, the river of Oxen, the Black River, and the Mobile, which last waters one of the finest countries in the world, and forms at its mouth a noble bay. Many of these rivers overflow at certain seasons, and render the country very pleasant and fertile. The sea coast, like that of all North America, to the southward from New York, is a low, flat, sandy beach,

beach, with scarce one good port or harbour, and the soil for 20 or 30 miles from the shore is all a sandy desert, but covered with tall pines, which produce pitch, tar, and turpentine, and make good masts for ships.

LOUNAN Bay, on the E. coast of Scotland, is due N. from Red Head, and is a fair bay, wherein is good anchorage in from 8 to 9 fathoms water.

Loch LOUNG, is a great arm of the sea in Argyleshire, which communicates on the S. with the Frith of Clyde.

LOUP's Head, on the W. coast of Ireland, is the N. point or limit of the entrance into the River Shannon, which is here 7 miles to Cape Kerry or Cape Shannon at the S. point, which bears S. by W. from the other. It is 11 leagues at S. S. W. from Battiella, and from without the Great Island of Arran 14 leagues at S. half W. and 13 leagues at S. S. W. from St. Gregory's Passage. From Loup's Head to Kilkarden Point on the N. shore of the Shannon, is 3 leagues to the E. It is in lat. 52 deg. 23 min. N. and long. 10 deg. 19 min. W. and has high water at a quarter before 4 o'clock on full and change days. But it is doubted if the lat. be truly laid down, and whether it ought not to be 3 or 4 leagues more northerly, as mentioned under Maharee Bay.

LOUREAU, in the eastern Indian Ocean, is in lat. 12 deg. 42 min. N. and long. 101 deg. 1 min. E.

LOVA Island, in the Archipelago, is a very small island on the S. of Serigo, about S. S. W. from Cape Angelo, and about N. by W. from the W. end of Candia Island.

LOVE Cove, a fine and large opening to the westward of Whale Cove, in lat. about 63 deg. N. supposed to be a passage into the North Pacific Ocean.

Port LOVIS, on the W. coast of France. See **Port LOUIS**.

Low Islands, in the South Pacific Ocean, are scattered and dispersed every where from lat. 20 deg. to 14 deg. or 12 deg. S. and from long. 138 deg. to 148 deg. or 150 deg. W. And those seamen who may navigate this part of the ocean should be continually upon the watch to make discoveries, and to avoid dangers.

LOWE. See **LOOE**.

LOWE's Savage Islands, otherwise called **LOWER Savage Islands**, a groupe or cluster of islands to the N. W. of

Resolution Island, at the opening or N. E. side of Hudson's Straits, and at the mouth of Mistaken Bay, in lat. 61 deg. 48 min. N. and long. 66 deg. 20 min. W. having high water on full and change days at 9 o'clock.

LOWESTOFFE or LEOSTOFFE, is a town of Suffolk, situated on the sea coast on a cliff above the sea, and is esteemed the most easterly point of Great Britain. It is said to present the noblest appearance from the sea of any town on the coast between Newcastle and London, and, being situated on a lofty eminence, it commands, on the other hand, an extensive view of the German Ocean. It is about 10 miles to the S. of Yarmouth, in lat. 52 deg. 35 min. N. and long. 1 deg. 55 min. E. On account of the sands, which begin nearly thwart of the town, and continue to the northward so as to form Yarmouth Roads, the navigation of this part of the coast has been considered as attended with some danger, and, to remedy the evil as much as possible, two light-houses are erected for the guidance of mariners through the channels within the sands from the southward, or out from the northward. It is consequently a mark for sailing along every where near this coast.

The S. end of the Bernard Shoal is thwart of Covehith Church, and due E. from it, being to seaward in the direction of N. E. and to go clear of the N. E. end of it, keep Southwold Steeple open off the S. end of the cliff, till Lowestoffe Mill comes open to the northward of the town, when a ship, by keeping the light-houses in one, may steer directly towards the town to go within the Knock. These light-houses are two small white houses, one of which stands on the Slingly by the sea side, and the other on a little hummock somewhat farther within the land; they shew to the northward of the town, when seen by ships from the southward, or at least appear thwart of it. To pass within the sands, bring them at N. W. by N. or a little more northerly, and sail right in with them; and when Lowestoffe Church comes to the southward of the town, over a house by the water side, a ship will be in the channel, where there is only 3 fathoms at low water. But, in bringing the light-houses one in the other, the innermost may be brought a little to the northward of the outermost, to avoid a flat which lies on the S. side of the channel; and a ship may run in till she comes

comes against it in 2 fathoms and a half or 2 fathoms, as near as may be thought advisable, and then proceed up northward along by the shore, when another flat will be met with that has scarcely 2 fathoms at low water. Before this flat loaded ships may anchor to wait for high water, where it flows about 8 feet; and as soon as they are over the flat there is from 5 to 7 fathoms, when they may edge towards the shore, and before the brewhouse is a road which has anchorage in 5 or 6 fathoms. It is all over good ground from thence northward along the shore towards Yarmouth.

To go in at St. Nicholas Gat, keep without the sand called the Holms, being the southernmost of what are called the Yarmouth sands, the S. end of which is about a mile and a half at S. S. E. from the point of Lowestoffe, extending with the Corton Sand about 4 miles to N. by W. at the N. end of which is this channel. Cross Sand, or the Knowles, is to the N. of it. The most easterly part of the Holms is found when Lowestoffe Church is due W. and Gouldstone new Steeple at N. N. W. half W. where there is 14 fathoms water; from which situation ships going in may borrow on the Holms westward, or on the larboard in 7 fathoms, and on the Knowles or starboard sand in 6 fathoms. With these directions sail N. and N. by W. for the buoy, when Gouldstone S. steeple will be upon the N. pier head; keep the buoy open to the westward, to avoid being hemmed in by a hook that stretches eastward from the buoy, which will be cleared by bringing the beacon on the N. pier on with Gouldstone S. steeple, with which marks a ship may steer into 6 fathoms, and then along shore, and anchor any where.

But ships may sail without the sands, by keeping off at sea 4 or 5 miles in from 12 to 16 fathoms water. Of these St. Nicholas sand is the easternmost, the S. end of which is a little to the southward of Yarmouth Piers, and stretches off from shore about 5 miles, in which part a ship should steer N. N. E. or N. by E. in from 12 to 16 fathoms, between the Yarmouth Sands and the Newark. The northernmost of these sands is the Middle, nearly thwart of Winterton nefs lights.

LOWLEIGH, one of the two sunken rocks in the W. part of Mount's Bay in Cornwall, in the direction of E. N. E. from St. Paul's church on the land, and

scarce half a mile from the shore. Carrenbase is the other. They have only 4 or 5 feet on them at low water; and in coming in or going out keep St. Paul's Steeple in sight about the land, and that will carry a ship clear to the eastward of them.

LOW STRAND, one of the small places on the W. coast of Africa, between Suma and Akitaki, or Little Commenda. There are many of them, and most of them have some business.

LUACERA or LUARCA, on the N. coast of Spain, is 3 leagues from Avielles, to the westward of it, and 7 leagues farther at W. by S. to Ribadues.

LUBACK Island, in the Eastern Indian Ocean, is in lat. 5 deg. 43 min. S. and long. 111 deg. 41 min. W. being about 112 leagues from Tonikaky Island nearly due W. and 31 leagues to the W. of Salombo Islands.

LUBAN Island, in the Eastern Indian Ocean, is about 5 leagues in compass, to the eastward of the Calamines Islands, between Paraguay or Palawan Island and Mindoro.

LUBEC Gulf, is on the S. W. coast of the Baltic Sea, in the entrance to the River Trave which falls into it, and on which the City of Lubec is situated. It is in the Duchy of Holstein in Germany, about 10 miles from the mouth of the river, where it discharges its waters into the gulf, and is situated in lat. 54 deg. N. and long. 10 deg. 40 min. E. This was once the capital of the Hans Towns, as it has a harbour on the Trave, and is still a place having a considerable foreign trade, though ships can come up no higher than to the town of Travemund, at the mouth of the river. If the canal of Kiel shall be found to answer the purpose for which it was originally planned, its trade will be much farther diminished; because a great part of the merchandize which now passes through the town of Lubec will be conveyed along that canal down the Eyder to Tonnigen, and thence by sea, and up the Elbe, to Hamburg.

LUBEC Island, in the eastern Indian ocean, is in lat. 5 deg. 50 min. S. and long. 112 deg. 22 min. E.

ST. LUCAR DE GUADIANA, is a town of Andalusia in Spain, standing high on the W. side of the River Guadiana, which has a small tide harbour near the borders of Portugal, and about 4 miles to the E. from Faro; being in lat. 37 deg.

deg. 22 min. N. and long. 8 deg. 18 min. W.

St. LUCAR DE BARRAMEDA, is a good city of Andalusia in Spain, situated on the River of Seville or Guadalquivir, and sometimes also called the river of St. Lucar, is about 17 leagues from the mouth of the River Guadiana at S. E. by S. and is in lat. 36 deg. 58 min. N. and long. 5 deg. 56 min. W. and is about 15 leagues to the S. W. of Seville. It is the port town to Seville, and has an excellent road before it, where a whole fleet may ride in safety, and ships of burden do not go any higher up the river.

St. LUCAR or GUADALQUIVER River, so called from the city near its mouth, on the coast of Spain to the northward from Cadiz. For directions to sail into it, see **GUADALQUIVER**.

LUCAS Cape, at the extreme S. E. point of the peninsula of California, on the W. point of the entrance of the gulf of California, situated on the tropic of Cancer, and in long. about 110 deg. W. the lat. being stated at 23 deg. 11 min. N. The usual course, in steering northward, is to run at N. W. by W. from Cape Corientes on the W. coast of Mexico to this cape, across the mouth of the gulf, or in coming southward, to run at S. E. by E. from this cape to Cape Corientes.

Between this cape and Sir Francis Drake's Bay to the northward, the shore is full of bays and good roads or anchoring places, but there are no towns or cities, and the inhabitants for the most part live far within land, and are mere savages, not having so much as a canoe to go off to sea, though they fish very diligently for the supply of their food.

Cape LUCATA or LEACOTA, on the S. coast of Sicily, for which see **LEACOTA**.

LUCATIS Shoal, on the N. coast of France, is about half way between the western channel of St. Maloes and Cape Frehel.

LUCAYAS, or LUCAS, otherwise and more commonly called **BAHAMAS**, a cluster of islands in the W. Indies, for a general account of which see **BAHAMAS**. Their number amounts to several hundreds, which scarcely emerge from an immense sea bank; but, excepting about 15, they are for the most part very low and narrow, and great numbers of them are only small rocks or little spots of land on a level with the water's edge.

The principal of these islands is called the Great Bahama, and is situated in the northern bank, called the Little Bank of Bahama, and lies E. and W. The island of Lucayoneque, nearly of the same size, is at a small distance to the E. in the direction of N. and S. and the Lucayo Island, which is N. of both, is but half the size, the direction of which is E. and W. but has given its name to the whole range. See **BAHAMAS**.

LUCE, a great bay of Wigtonshire, in Scotland, to the E. of the promontory called the Mull of Galloway.

LUCEA Harbour, on the N. side of the Island of Jamaica, in the W. Indies, near the W. point, is tolerably spacious, and has a small river falls into it in each angle at the bottom. Duhany's Point, a projecting point of land, is the E. limit, the W. point not stretching out so far. It may be known by some high hills on its S. and S. W.

LUCENA, or LUENA Point, on the coast of Brazil, is 20 Dutch leagues from Point Negro, in the direction of S. E. and the whole coast between is full of good harbours, bays, rivers, and openings, so that ships can never want anchorage, the ground being generally a good holding sand, or sandy clay. Among others within these limits we may reckon Porto de Buzios, Rio St. Juan de Stau, Bahia de Tanbanty, Rio Congohayon, Porto Angaro, Bahia de Treifon, Ilfa de Manguas, and Rio Doce or Dulce, which will respectively be found under their several articles. South of Lucena Point is the fort called St. Antonio. This point is the N. limit of the outer opening into the Rio or River Parayba, under which point to the W. and without Fort St. Antonio, is a very good road, where ships may anchor in from 4 to 6 fathoms. Within the fort there runs off a reef to the S. opposite to Cape Ledo, where there is a fort also, the two forts forming the inner passage or mouth of the river, and the channel between being clean and clear of sands or rocks, and about a league wide.

Cape LUCHO, on the coast of Barbary, on the S. shore of the Mediterranean, is nearly S. from the E. end of the island of Candia. It is to the eastward of Port Soliman, and W. from the gulf of Arabia. On its W. side is a small island, somewhat within the extreme point, and on its E. are several small islands, and some smaller ones quite into the bottom of a bay that is there formed. In these respects it

it differs from any other point or cape on the coast. This cape also makes in several points.

St. LUCIA, is an island of the Cape Verde Islands, having *St. Nicola* or *Nicholas Island* to the E. and *St. Vincent's* to the W. beyond which only is *St. Anthony Island*, being the N. W. island of the whole groupe. From *St. Nicholas* to the N. of W. it is about 3 leagues distant, and has good anchorage on the S. E. side in a bay that lies within the rocks, which there form a natural haven; and on the S. W. side, towards *St. Vincent's*, there is also anchorage in 20 fathoms. The distance of the latter island to the N. W. is also about three leagues. There are two small islands on the S. E. of *St. Lucia*. It is in lat. 17 deg. 25 min. N. and long. 24 deg. 9 min. W.

St. LUCIA Island, one of the islands called *Caribbees* in the West Indies, being about 25 leagues to the N. W. from *Barbadoes*, about 27 miles long and 12 broad. It contains several hills, of which two are very round and steep, and were formerly volcanoes. The island contains several harbours and bays, which are very commodious, and have good anchorage.

The *Little Careenage*, in particular, is an excellent situation, and possesses many advantages, having every where a sufficient depth of water, and an excellent bottom. Nature has here formed three careening places, which have no need of a quay, and require nothing but a capstern to turn the keel of a ship above ground. Thirty ships of the line may lie in it, sheltered from hurricanes, without the trouble of being moored; and it is remarkable, that the boats of the country, which have been kept for a long time in this harbour, have never been eaten by the worms. The winds are always good to go out with, and the largest squadron might be in the offing in less than an hour. It is about 10 leagues N. from *Martinico Island*, and is laid down in lat. 13 deg. 25 min. N. and long. 60 deg. 51 min. W. To *St. Vincent's* also it is about the same distance.

The harbour of the *Careenage* affords the greatest maritime defence, as no ship can enter it under sail, but must be warped for a considerable space before she can get into it; for there is no plying to windward between the two points,

and the soundings near the land suddenly increasing from 25 to 100 fathoms, will not permit any assailing ships to come to an anchor. No ship can attempt to go in, without being exposed to the fire of numerous masked batteries in front and on each side.

St. LUCIA Port, on the coast of *Tierra de Natal*, to the eastward of the *Cape of Good Hope*, and on the S. E. coast of *Africa*. It is situated to the northward of the river of *St. Christopher's*, and on the *Indian Ocean*. The mouth of the river which forms the port is in lat. 28 deg. 20 min. S. and long. 30 deg. 45 min. E.

St. LUCIA Port, on the N. W. part of the island of *Cuba* in the West Indies, is to the westward of *Honda Bay*, towards the *Rio de Porcas*, or *River of Hogs*, which is only 5 leagues off, and this lies betwixt them; but these places are of no note, and only serve to put in to for water, to kill swine, &c.

St. LUCIA Port, is a good bay or harbour on the W. coast of *California*, in *North America*, on the N. Pacific Ocean. It is situated to the southward of *Sir Francis Drake's Harbour*.

LUCIPARA Island, is an island of the Eastern Indian Ocean, in lat. 4 deg. 10 min. S. and long. 105 deg. 14 min. E. In the year 1767, it was a remarkable situation for the true pointing of the compass, there being no variation from the true meridian line either to the E. or W. It is sometimes wrote *LASIPARA* or *LUSEPARA*. See *LASIPARA*. There is some difference in the position of this island, as it is laid down by different authorities; but that already mentioned under *Lasipara* is the latest statement of our circumnavigators, and therefore perhaps most to be depended on.

LUCONIA, more usually known under the name of *MANILLA*, which is only the port to the island of *Luconia*, the principal of the *Philippine Islands* in the Eastern Indian Ocean. It is 410 miles in length, and in some places 217 in breadth, but in others not above 97. It is watered by several large inland lakes and rivers, and the periodical rains overflow the level country. See *MANILLA*.

LUDRA Gulf, on the coast of *Barbary* and S. shore of the *Mediterranean*, is to the W. S. W. from the gulf of *Sidra*, within the islands of *Sidra* and *Ofellis*, which shelter it on the N. and N. W. and

and to the eastward of Sudica Gulf. From Cape Mejurata on the N. W. hither the coast has many small islands, and some rocky banks, which contain a cluster of islands, a little to the W. of N. from Cape Lorat: It is nearly due S. from Cape Stillo, almost under the toe of Italy.

LUDSOP Point, on the coast of Pembroke-shire in South Wales, is to the S. W. from Caldy Island near the S. W. extremity of Caermarthen Bay, so called from a town or village of its name on the W. of it, in which direction the coast there trends into the bottom of a bay.

St. LUKE Island, on the W. coast of New Mexico, is 8 leagues at N. N. E. from Chira Island, the coast between them having three islands, called Middle Islands, probably as being nearly in the midway. On the shore opposite to St. Luke is the usual station for loading the mules with provisions and merchandise to go over land to Panama. It is on the N. Pacific Ocean, in lat. 9 deg. 40 min. N. See **MIDDLE** Islands.

LULA River, is a river of Lula-lapmark, in the province of Swedish Lapland. It rises in the N. W. part of that province, and runs in a course generally towards the S. E. and falls into the gulf of Bothnia, on the W. coast to the southward of the river Torne. The town of Lula, which is situated at the mouth of the river, about 15 leagues to the S. W. from Torne, is in lat. 64 deg. 41 min. N. and long. 20 deg. 57 min. E. Some other accounts state it to be in lat. 65 deg. 29 min. N. and long. 22 deg. 10 min. E.

LULWORTH, is a small cove or creek on the coast of Dorsetshire, about the distance of 4 leagues to the westward from Peverell or Peverley Point, where small vessels may ride with almost any wind, but there is not more than from 12 to 13 feet water.

LUMLEY's Inlet, is a gulf so called, to the eastward of White Bear Bay, which separates Resolution Island on the S. from Cape Elizabeth on the N. E. side of Hudson's Straits, or the opening of the passage towards Hudson's Bay. See **ELIZABETH** Cape.

St. LUNAIRE Bay, on the N. coast of France, is 2 leagues to the westward of St. Maloes, and 3 leagues to the E. of St. Cas. The ground, at least in some parts of it, is rocky and foul, and

is very dangerous when a fresh wind or strong gale blows upon the coast, as the present Admiral Earl Howe, when Commodore, in 1758, found, and occasioned his removal to the bay of St. Cas.

LUNCHEON Cove, on the S. side of Anchor Island, within the spacious inlet of Dusky Bay, in the southern island of New Zealand in the S. Pacific Ocean. It is situated at about one-third of the whole length of the island from the W. S. W. towards the E. N. E. all which part of the coast has numerous islands facing it, with a channel for boats between them and the shore, and extend a mile more westerly towards the S. than Anchor Island.

LUNDEN, on the coast of Sweden, near the entrance into the Baltic, is in lat. 55 deg. 42 min. N. and long. 13 deg. 21 min. E.

LUNDY Island, in the Bristol Channel, is off the N. coast of Devonshire, at the distance of 3 or 4 leagues from that coast, and has springs of fresh water. It is about 5 miles long and two broad, and is so encompassed with rocks as to be accessible only in one part, and that by a very narrow avenue. On the rocks about the bay wrecks have been pretty frequent, and it has often been regretted that on Hartland Point, which is the nearest land to this island, and almost due S. from it, a light-house has not been erected. This island has a very good road for westerly winds in from 10 to 12 fathoms water, and the English side of the island is bold and safe, but on the Welch side it is foul, though ships may pass up channel on that side, if they do not go further than 3 leagues to the N. of it. From this island to the Holms is about 22 leagues at E. by N. and for sailing from King Road to Lundy by the Holms, see **HOLMS** and **KINGROAD**. The soil of this island is good in the southern part, but rocky in the northern. One of these rocks is of a pyramidal form, and is known by the distinct name of Rat Island, from the great number of rats which burrow about it. This island is situated in lat. 51 deg. 20 min. N. and long. 4 deg. 9 min. W. and has high water on spring-tide days at a quarter past 5 o'clock.

LUNE River, on which the town of Lancaster is situated in the Irish Sea, for an account of which see **LANCASTER**.

LUNONE

LUNONE River, in the island of Corsica in the Mediterranean, falls into the sea on the W. coast of that island to the southward of Ajaccio Bay, and forms also a bay at its mouth. See **AJACCIO** or **HIACE**.

LUO River, on the E. coast of the peninsula of Yucatan, to the southward of Cozumel Island, which, with many others on that coast, are but small and of little importance.

LURGAN Race, a place so called on the E. coast of Ireland, which is due S. from Dundalk, and also to the southward of Dunnigan Bridge, and contiguous to the coast, in the road to Dillon's Town.

LUSEPARA Island. See **LUCIPARA**.

LUSON, on the W. coast of France, is in lat. 46 deg. 27 min. N. and long. 1 deg. 11 min. W.

LUXFORD Lake, from which the town of Pool on the coast of Dorsetshire receives its name, and with which it is surrounded on every side but the N. which in a calm looks like a pool. See **POOL**.

LUYCKE Island, on the coast of Norway, is a high island, and the first of the five large islands to the northward of Broad Sound. Ships that are bound to Romsdale River pass by this island, and have from 10 to 18 fathoms water in the fairway, keeping it on the larboard side; but a stone reef runs off it almost across the channel towards the high head of Horrel, so that a ship must edge off, and run close by that head, when it will have about 3 fathoms over the reef.

LUYCKE Sound, is the channel between Luycke Island and the second of the five islands N. of Broad Sound, which has a similar appearance to that of Luycke Island.

LUYs Channel, on the N. side of the gulf of Finland, is to the eastward of the channel from Abo to Rough Island, thwart of which the hills about Revel in Liefland may be seen on the opposite side of the gulf. The outmost rocks of this channel are to the E. from Uttoy, distance 20 leagues, being all the way full of rocks, islands, and broken lands, so that no ships dare venture in among them.

LUYSBERG, is a hill so called, to the N. of the shoal called Wisdike, between which is the Grave Deep that goes up to Hartingen, and still higher 9 leagues

beyond it to Woerd. Pilots are had at Phanu for this river.

LUZ, or **St. JOHN DE LUZ**. See **St. JOHN DE LUZ**.

LUZIA River, at the E. end of the island of Porto Rico in the West Indies. See **PORTO RICO**.

LUZON Island, one of the Philippine Islands in the Eastern Indian Ocean, is another name only for the principal island of Luconia, on which is the port of Manilla. See **ABYO**, and **LUCONIA**.

LYDDYS Bay, is a small bay on the N. side of a river, known by the name of Ayre's Creek, in the W. part of Nonfuch Harbour, which is at the E. end of the island. It is on the S. side, running in westerly from Guard Point or Fort, and to the N.W. from Hughes Point, or the larboard point of the entrance into the river.

LYME REGIS. See **LIME REGIS**. This port furnishes 23 men in aid of supplying the navy with 20,000 seamen by act of parliament (1795) for the navy of Great Britain.

LYMINGTON, on the coast of Hampshire, on the N. shore of the channel between the Isle of Wight and the main, and situated on the latter, is a small but populous sea port, and is built on an elevation which commands a fine prospect of the island opposite to it at a few miles distance to the southward. Great quantities of salt are made here, from which most parts of the S. side of England are supplied. The sea comes up to within a mile of the town, and ships of considerable burden to its bay or harbour. At the entrance into the channel, called Lymington Creek, is a beacon on the larboard, on the ooze, which comes dry along the coast at low water, called Jack in the Basket; which is a high pole, collared with a basket, to denote the proper course for steering to the port. This is at the distance of 3 or 4 miles from the quay, which are often run in less than half an hour. Booms have been also fixed on each side of the channel, to direct the mariner to keep clear of the shoals and mud. It is universally allowed that the approach to the town from the sea is inexpressibly beautiful.

LYMPO or **NYMPO**, on the coast of China, is a port within or to the westward of the island of Chusan. See **NIMPO**.

LYNCH'S

LYNCH's River, a small river of the island of Jamaica in the West Indies, not far from the S. E. angle, but on the S. side, is to the E. of the entrance of Port Morant Harbour, and a little E. only from Goat Island and Bowden Point.

LYNN-REGIS or KING'S-LYNN, in the county of Norfolk, is situated near the mouth of the river Ouse, and is a populous and flourishing place, though it is far from possessing a good harbour. But its inland communications are such as to enable it to extend its trade into many counties, and Peterborough, Ely, Stamford, Bedford, St. Ives, Huntingdon, St. Neot's, Northampton, Cambridge, St. Edmund's Bury, and the N. part of the county of Bucks, as well as the inland parts of Norfolk and Suffolk, and the intermediate towns of the other places, are supplied from hence with heavy goods of every description. It is the greatest place of importation of coals and wine of any place on the eastern coast of England, and is only excelled by London, Bristol, and Newcastle. It also exports corn from the inland counties, and, except Hull, sends more of it abroad than any other English port. The harbour, when ships are in, is safe, but the passage to it is difficult, as it has many shoals and flats, though they are well marked out by buoys, and good pilots also are at all times in readiness. It has some share also in the Greenland fishery.

At the N. end of the town is St. Anne's Fort, which commands all the ships that go in or out of the harbour, and the town extends along the E. side of the Ouse, which river is here about the same breadth as the river Thames at London Bridge, and yet we are informed that the tide rises 20 feet perpendicular. Here is a bell tower, with an octagon spire over it, that is no less than 170 feet high, including the octagon. The town was originally called *Len*, being a Saxon word which denotes a farm or tenure in fee, and, from its belonging to the Bishop of Norwich, it was formerly called Bishop's Lynn; but when by exchange it was procured by and became the property of King Henry VIIIth, it received the name of King's Lynn. It is in lat. 52 deg. 46 min. N. and long. 0 deg. 32 min. E. and has high water on the days of spring tides at a quarter before 7 o'clock.

The Sunk sand lies before the entrance

into the harbour of Lynn, on either side of which ships may sail, and according to the side which is chosen, it is called the eastern or western channel. To sail by the eastern channel, pass it on the eastward of it, and bring a wood that is there seen over the point of Chaple land, which is two leagues to the S. by W. from Burnam, at E. then go in S. S. W. and by little and little more westerly, till a ship is about the point, when the buoys and beacons will direct the way in. When a ship comes about the point, it may run through by the sand in the N. channel, or sail out by the same into the sea, by the buoys and marks; which northern channel is nearly at N. E. and N. E. by N. and has plenty of buoys and beacons. To sail in also by the western channel, go in at S. by E. along by it, and so run to the first buoy, and from thence along by the beacons into the haven before the town; and in coming from the eastward ships may run through within the Sunk, along by the Chaple land at S. by W. as far as to the first buoy.

The quota towards raising a supply of 20,000 men for the navy, is appointed to be 193 men, by act of parliament (1795) for this port.

LYNN, on the coast of Massachusetts in New England, is at the bottom of a bay, at W. S. W. from Marble Head, and near the mouth of a river, which, at the breaking up of winter, from the melting of the ice and snow, runs into the sea with a very rapid current. It is nearly due N. from Nahant Point and Bay.

LYNN Haven Bay, in Virginia, in North America, is formed by a curve of the S. shore of James River, within the S. point of the entrance to Chesapeake Bay, called the Southern Cape of Virginia, or Cape Henry. It has 3 and 4 fathoms nearer the S. shore, and 5 fathoms and a quarter in mid channel between the main on the S. and the Horseshoe Sand on the N. nearly due E. from Point Comfort, and W. from Cape Henry.

LYNN Haven River, is a stream which comes in from the S. at the E. end of Lynn Haven Bay, in Virginia. See LYNN Haven Bay.

LYNN REGIS Bay, is a very large and spacious bay, before the entrance into the harbour, and is a part of that branch of the ocean called the Wash. It also forms the entrance to other port

port towns on that part of the coast.

LYONS Gulf, in the N. W. part of the Mediterranean, on the coast of France, forms a considerable part of that sea, including the smaller gulf of Narbonne at the bottom of it. It is bounded by Cape Creaux near Rosa on the S. W. and Cape Croisette near Marseilles on the N. E. or, if it be considered of still larger extent, by Cape St. Sebastian near Palamos on the S. W. and by Cape Sicie near Toulon on the N. E.

M.

MAARAHAI Harbour, one of the three harbours on the W. side of Ulitea Island in the S. Pacific Ocean, and one of the Society Islands so called. The passage into it, is by leaving the third of three small islands, which extend from the N. into the mouth of a river, on the larboard, a little to the S. of E. inward, in lat. 16 deg. 52 min. Half S. and long. 151 deg. 26 min. half W. It is between Tetoroa harbour on the N. and Oachate harbour on the S.

MAAS or MAESE River. See **MAESE**.

MAATEA Island, one of the Society Islands so called in the S. Pacific Ocean.

MABO Cape, on the coast of New Guinea in the eastern Indian Ocean, is in lat. 40 min. S. and long. 130 deg. 5 min. E.

MABOUL Cape, on the W. coast of the island of Cape Breton, facing the E. end of St. John's Island, and to the S. of Painter's Harbour.

MABRA is a town of Africa, on the S. shore of the Mediterranean, in the kingdom of Algiers. It is situated on the gulf of Bona, to the W. of the town of that name.

MACAO, a town so called, in an island of Canton and China in Asia, at the mouth of the River Ta, about 47 miles to the S. of the city of Canton, in lat. 23 deg. 13 min. N. and long. 113 deg. 47 min. E. and had only 19 min. of W. variation of the compass in 1780. The time of high water on full and change days is about 10 minutes before 6, and rises 6 feet, but at the Typa Island, though only 4 miles to the S. it

is high water 35 minutes sooner. Sail in between the Grand Ladrone and the island of Potoe, passing to the eastward of Potoe. When Potoe Island bears S. half W. at the distance of 2 leagues, and Macao town at N. W. 3 leagues distant, if the ebb comes on, there is anchorage in 6 fathoms. When Macao bears W. at 3 miles distance, there is 3 fathoms and a half water; but this is a very unpleasant situation, being exposed to the N. E. and having shoal water to leeward, not more than 2 fathoms and a half deep. There is also 3 fathoms and a half water, when Macao bears at W. N. W. 3 miles distant, and the Grand Ladrone at S. E. by S. On the N. W. side of an island, which lies to the S. E. of the Typa road, nearly S. of Macao, at 4 miles distance, is a passage or channel towards Macao, in 3 fathoms, till a monastery in the town of Macao opens over a rocky head, which is the S. W. point of the largest and easternmost of the two small islands on the N. of the Typa road; and then stretch N. W. for Shoal Point, which is the N. E. point of the island to the W. of the Typa road.

To sail into the harbour of Macao, keep to the S. by E. a rocky point, which is the easternmost of the largest island on the S. with the S. easternmost point of the Shoal island, till a ship is within the mouth of the harbour. Then keep the town on the starboard for a mile, in 3 fathoms and a half water.

MACARI Gulf, on the coast of Asia, is about E. N. E. from the island of Rhodes in the Archipelago, and is so named from a town at the bottom of it. Its S. E. limit is formed by a peninsula that runs out nearly W. and is nearly due E. from the northern part of the island of Rhodes, the fairway into which is on the E. side of the island of Rhodes, keeping at a distance from that island on account of the Levant wind and current, from the effects of which this gulf is an effectual security; and to add to its security, near half way within the point are two islands which break off any swell that may be occasioned by the current.

MACARSKA is a town of Dalmatia, on the eastern shore of the gulf of Venice, about 8 leagues, or a little more, to the S. E. from Spalatto, and 9 leagues to the N. W. from Nurenta, and has a pretty good harbour, in lat. 43 deg. 49 min. N. and long. 18 deg. 7 min. E.

K

MACASSAR,

MACASSAR, is a large, strong, and handsome town of the island of Celebes in the eastern Indian Ocean, which is situated near the mouth of a river that runs through the country from N. to S. in lat. 5 deg. 9 min. S. and long. 119 deg. 54 min. E. It is worthy of remark, that the houses, which are wholly of wood, are supported by thick posts; and the inhabitants have ladders to go up into them, which are drawn up as soon as they have entered. The heat would here be insupportable, if it were not allayed by breezes from the N. and by the rains which fall for some days before and after the full moon, as well as for the greatest part or the whole of the two months that the sun passes over their heads. The bay of Bonthain, towards the S. part of the island of Celebes, is 30 leagues to the S. E. from Macassar.

MACASSAR island, is a large island of the eastern Indian Ocean, situated to the eastward of Borneo island, and is so denominated from the principal town of that name on the S. W. part of the island. It should properly be described under the name of Celebes, under which name we have noticed the situation of the extreme parts of the island. See **CELEBES**.

MACASSAR Straits, is the channel or passage between the N. W. coast of the island of Celebes, frequently also called Macassar, and the S. E. coast of the island of Borneo, both of them situated in the eastern Indian Ocean, and lying nearly in the direction of N. E. and S. W. Several small rocky islands are found in it, though it is very spacious, and particularly at the S. W. entrance, where it is more than double the breadth of the N. E. entrance. Ships for China may pass through this strait with as little danger as along the *Praël* shoals; for if they are careful to avoid the S. E. monsoon, they will have a clear channel and fair winds from W. S. W. round to W. N. W. from November till April. With this caution, it will be found both much better and shorter to go to the N. E. and E. of the Philippines than to thread the Moluccas or to coast New Guinea, where there are innumerable shoals, currents, &c. It must be observed, that there is a strong N. W. current from the island of Mindanao to this strait of Macassar; that in passing through the strait from the northward, the N. land of Celebes is very high,

and then trends away W. by S. to Hummock Point in the passage, probably the *Stroomen Point* of the French charts. From this point the coast trends more southerly about S. W. by W. and to the S. of that is a deep bay, which is full of islands and rocks that are apparently very dangerous; and in this part the currents are very uncertain, and the tides very irregular, though there is usually but one tide in 24 hours, with a difference of scarcely 6 feet. The variation of the compass in this strait, in the year 1767, was from 6 min. E. to near a degree W. but at Bonthain it was 1 deg. 16 min. W. being easterly from Mindanao to the N. end of the strait, and getting more to the W. in passing southward through it.

MACCA, within the Red Sea, is in lat. 20 deg. 35 min. N. and long. 39 deg. 55 min. E.

MACCLESFIELD Bank or Shoal, in the eastern Indian Ocean, is in lat. 15 deg. 51 min. N. and long. 114 deg. 20 min. E. and the variation of the compass about 39 min. W. From hence to the island of Sapata, the current sets about 20 miles in 24 hours; and from lat. 10 deg. 22 min. N. and long. 109 deg. 43 min. E. into lat. 80 deg. 46 min. N. and long. 106 deg. 45 min. it has been found to set a ship 42 miles to S. S. W.

MACHECAO or **MACHEO** Cape, on the N. coast of Spain, is 22 leagues at W. by N. from St. Sebastian. Between them is the River de Oro at the distance of 4 leagues, and Saracus at 1 league distance from de Oro. The haven of *Barnia* is about 4 leagues at S. W. by W. from Machecao, otherwise called *Machicaco*; and *Bilboa* is S. S. W. and S. W. by S. about 5 leagues from it. See **MACHIAN**.

MACHED. See **MACHECAO**.

MACHIAN Cape, is a promontory or headland of Spain, on the N. coast in the bay of Biscay, in lat. 43 deg. 44 min. N. and long. 3 deg. 5 min. W. It is doubtless the same as Cape *Machecao*.

MACHIAN Island, one of the Moluccas so called, in the Eastern Indian Ocean, is a small island of about 20 miles in circuit on the W. side of *Gilolo* Island, and not far from that coast, but a few miles N. of the equator, and in long. 126 deg. 50 min. E. It has a burning mountain, and produces much
cloves,

cloves, as well as the best of all the *Mojucas*.

MACHICACO. See **MACHECAO**.

MACHIGONIS River, on the E. coast of Newfoundland, in which is White Bay, and of this Cape d'Argent is the N. point, as Cape de Den is the S. point. To the E. of it are the islands *St. Barbe* off the mouth of Green Bay.

MACKAY Cape, in the Welcome Sea, or the northern part of Hudson's Bay, is the northern cape of Chefferfield's inlet in the N. W. part of that sea, as Cape Tomlinson is the southern cape.

MACKRELL Bay, is a large and commodious bay, on the S. W. coast of the island of New Guinea in the Eastern Indian Ocean, and near the W. end of the island. It is to the W. of Freshwater Bay on the same coast, and has a small island opposite to the entrance called White Island, at the distance of about 4 leagues. The lat. is about 2 deg. 55 min. S. and long. 134 deg. 10 min. E.

MACKUM, on the E. coast of the *Zuyder Zee*, is nearly due E. from the buoy, called the Buoy of the Middle Ground, and about E. N. E. from the *Igelhoeck* Buoy, and is close to the shore, nearly in a line from the latter buoy towards *Bolswaert* within the land. When Mackum is brought to a mill at the water side, and a village called *Idseghausen* with a little tower steeple on the S. of Mackum, a ship will be in the fairway of the channel; and when *Pendragon* comes between Mackum and the village, a ship will go clear of the tail or dead swatch; but if it come nearest to Mackum, a ship will be too much to the eastward. It is 2 leagues to the westward from *Bolswaert*, 3 leagues from *Harlingen*, and 4 leagues and a half at N. N. E. from *Staveren*.

MACOMODE Island, is one of the *Maldives* islands so called, and the S. E. island of the northern group, and the limit of them on that side, on the S. side of which, in the direction of due W. is a narrow channel through betwixt that and the second group. Its lat. is 7 deg. N. and long. 73 deg. 32 min. E.

MACRES River, on the N. coast of Africa, after running across the kingdom of Tripoli, falls into the *Mediterranean Sea* a little to the E. of *Lebeda*.

MACRI, an ancient town of the island

of Samos in the Archipelago. See **SAMOS**.

MACRO or **MACRONISSA**, anciently known by the names of *HELENA*, *MACRIS*, and *CRANE*, is a craggy island of the Archipelago, and famous for its plants, being near the coast of Achaia, and 8 leagues to the eastward from Athens. It is a low flat island, having two small hills at the S. end of it, about a mile asunder, by which mark it will be sufficiently known. These hills indeed are upon two small and distinct islands that are close to the main island, and cannot be distinguished from it in passing along. The direction of this island is N. N. E. a little easterly and S. S. W. westerly. The fairway of the trade passage towards the straits of the *Dardanelles*, is at N. E. by N. a little northerly, between this island and *Zea* island, which are about 3 leagues asunder and a clear passage, and lying to the N. W. northerly from *Zea*, having a pretty good haven, but not equal to that of *Zea*. This harbour is on the W. side between the island and the main, where also ships may sail through, but there are many rocks at the N. end of the island, of which particular care and attention must be bestowed; and it is recommended, either for going into the haven, or through the passage, to take a pilot, as being somewhat difficult.

MACULLA Bay, is the first place of note on the coast of Arabia, from the Red Sea, in lat. 14 deg. 16 min. N. The bay is 6 leagues over at the mouth, and 3 leagues deep. There is a very high mountain at the N. E. point, under which is a good road, secure from E. and N. and N. W. winds, being safe and good ground; but if the Souths, as they are called, begin to blow, especially a S. W. which brings in a terrible sea, the utmost care will be necessary.

This being the first place on the coast that merits a particular attention, it may be of considerable importance to account for the small quantity of shipping that resorts to it. The winds generally blow one half of the year at S. W. or between the S. and W. when ships, if they can prevent it, will not chuse to come upon a coast that must expose them to all the dangers of a lee shore; and in the other half year they come from the E. and N. E. Hence it must be obvious that ships for

one half of the year cannot come at the coast, and for the other half that they cannot get from it. It is also to be observed, that from April to July, such a raging sea runs upon all this coast, that no art can deal with it, nor can any ship live in it; for in this season the S. and S. S. W. winds generally prevail, and there is no road or harbour on all the coast that affords the smallest shelter from them, neither are there any soundings within 2 leagues of the shore. For these reasons, the seaman's case is nearly desperate, if he happen to come here at that time.

To anchor in the road of Maculla Bay, bring the easternmost point at S. E. and the westernmost point at S. W. when a ship will be in the best of the road in 3 fathoms and a half. There is from 15 to 20 fathoms in the bottom of the bay with good ground, but it is open to all winds, except at due N. which very seldom blows here. Shahar is 12 leagues and a half at E. by N. from the E. point of Maculla. See SHAHAR.

MACUNA Island, in the South Pacific Ocean, is in lat. 14 deg. 19 min. S. and long. 169 deg. W. being one of the Navigators Islands, where M. de la Peyrouse, his captain, 8 officers, 4 seamen, and a boy were massacred by the natives.

MACZUA Island, is a small island of the Red Sea, near the coast of Abex on the African shore, and to the city of Escoco or Arkiko.

MADAGASCAR Island in the Indian Ocean, frequently called the island of St. Lawrence, is generally considered as an African island, and is about 1120 miles in length, and from 200 to 300 for the most part in breadth. It is situated between the parallels of 12 deg. and 26 deg. of S. lat. and lies between 43 deg. and 51 deg. of E. long. It is well watered with springs and streams, and has some good harbours. Between this island and the continent of Africa as far as to the Cape of Good Hope the sea rolls with very great rapidity, and is exceeding rough; and the island forms a passage or channel with the main, through which all European ships, in their voyage to and from India, commonly sail, unless prevented by storms. The island though situated in a hot climate, is said to possess a temperate air, and the inhabitants to be very

healthy. In about the lat. of 24 deg. there is a large point of land, near which the coast is high and rocky, and there is 20 fathoms within a league of the shore; but at 3 leagues distance no bottom can be found. It is usual, after leaving the Cape of Good Hope, to steer away at N. E. into lat. 23 deg. to 24 deg. and a half, till a ship has passed the shoals or Baxos of India, and then to make the W. coast of Madagascar; and to the northward within the channel of Mozambique, which this channel or passage between the island and main is usually called, are the 5 islands called the Comora islands, directly in the fairway, besides some shoals, of which notice must be taken.

The island of Madagascar affords only two places of trade on the E. side, that are sufficiently known to be noticed particularly; these are, Port Dauphin and St. Mary's, one of which has been already noticed, and the other will appear in its place.

MADALENA Bay, on the W. coast of the peninsula of California, is to the N. W. from Laguey Island. It runs up into land, and affords apparently a shelter from the W. and N. but seems to be exposed to the S. W. and S. It is in lat. 24 deg. 50 min. N. and long. 97 deg. 50 min. W. It is evidently the same as MALDALENA, which see.

MADALENA Islands, are from 20 to 30 leagues at W. half N. from Cape Raye, at the S. W. point of the angle of Newfoundland, about which are various soundings from 11 to 50 fathoms. They are situated within the gulf of St. Lawrence, and are N. N. W. from the N. end of Cape Breton island at the S. part of the gulf. Their lat. is about 47 deg. 12 min. to 38 min. N. and long. about 61 deg. 0 min. to 55 min. W. These are frequently called Magdalen islands, and are about 50 miles from St. Lawrence's Cape in Cape Breton Island. The principal island is almost round, and about 5 miles over every way, but is surrounded by rocks.

MADALENA Island, in the South Pacific Ocean. See LA MAGDALENA Island.

MADALENA River, is one of the rivers which falls into the river St. Lawrence on its S. shore, to the eastward from Cape Chat, between that and Cape Rosieres. It is in lat. 49 deg. 13 min. N. and long. 65 deg. 22 min. W.

MADA-

MADALENA River, or Rio de la MADALENA, on the Spanish main, on the S. shore of the Caribbean Sea, is to the westward of St. Martha, and eastward of Cape Galera near Carthagena. It makes with several mouths; in lat. about 11 deg. N. and long. 74 deg. 30 min. or 40 min. W.

MADAME Island is a small island off the W. coast of France, within the island of Oleron, and directly opposite to the mouth of the Charente River. It is but a small island, but has a fort upon it to command the channel of the entrance of that river, and is but a small distance from the W. point called Bec de la Roche. The channel goes in on its N. side, having a small space between, in the direction of S. E. by E. nearly, and consequently must be left on the starboard, and there is but 3 to 5 feet water within the island. Between the island and point Roche it ebbs dry at low water.

MADAN's Point, on the N. E. side of the island of St. Christopher's or St. Kitt's in the W. Indies, is to the westward of Little Bay and Cayon River. Charles's Gut and Red Flag Bay are to the N. W. of it. There is a sand lies along near the shore between the two bays, in which space, within the sand, this point is situated.

MADEIRA Island, in the North Atlantic Ocean, is the principal island of those which bear the general name of Madeiras. It is in the form of a triangle nearly, at the distance of 80 leagues at N. by E. from Teneriffe, 120 leagues from Cape Cantin on the coast of Africa, and 100 leagues nearly N. from the island of Ferro. The length of this island is about 75 miles and the breadth 60, so that it may be reckoned to be about 180 in circumference, and is composed of one continued hill of considerable height, which extends from E. to W. The island is well watered and inhabited, and the capital is named Funchal or Funchal. See FUNCHAL. It lies to the S. W. westerly from the island of Porto Sancto about 17 leagues, and to the southward from the E. point of Madeira Island are three small rocky islands, called the Desertas, of which that to the northward is the smallest, and is about a league from the point. The southernmost of these, which is the largest, is 4 leagues from the land. There is a channel through between

them and the point of Madeira, in coming from the northward or from Porto Sancto, is of sufficient breadth, and every where clean and clear; except just at the point, where there lies a sunken rock that must be avoided. There will appear a rippling, on passing through this channel, such as is usually produced by overfalls, but there is no danger, and ships may come moderately near the E. ragged point, care being taken only of the sunken rocks off the point, and a due regard had to calms and uncertain winds gushing down from the hills. About 46 or 47 leagues to the N. of Madeira, about 3 or 4 deg. easterly from its E. end, in lat. 34 deg. 40 min. N. are some dangerous rocks, that must be carefully avoided by ships passing that way; they are not very frequently met with, because it is usual for ships to pass to the eastward of them either to or from the coast of Europe to or from Madeira. The name of this island was given from its being covered with wood, being the name of a wood or forest. It is said that they make annually about 28,000 pipes of Madeira wine, of which they export 20,000; and that this wine is greatly improved by the heat of the sun, and still more by being carried to Barbadoes, and suffered to remain there some time.

MADI or MOODY Bay, on the coast of Egypt, near the S. E. part of the Mediterranean, is to the S. of Rosetti, at which place there comes in one of the great streams or channels of the river Nile. There is an island before this bay, and good riding and good ground within it. Ships that are forced to remove from Rosetti by any storm of wind may run in behind this island, and come to an anchor under shelter of it in 6 or 7 fathoms water. The island which lies before Madi Bay is between Rosetti and Cape Becur.

MADRA BOMBA, is one of the rivers on the W. coast of Africa, beyond Sierra Leon towards Sherboro' River. It is navigable about 10 leagues up, and has a Portuguese factory upon it; but it is necessary to take pilots to enter it. Ships generally run to the mouth of this river to go to Sherboro', which comes into the same river, and where is the chief place for trade.

MADRAS, sometimes called Fort St. GEORGE, on the western shore of the bay or gulf of Bengal, usually called the

the Coromandel Coast of the peninsula of India. It is situated in the face of the sea, and is very much incommoded by inundations in the rainy season, and extremely hot and scorching from April till September, so that if the sea breezes did not allay the heat and temper the air, there would be no living in it. They have no fresh water within a mile, as there is a salt water river on the back of the town, which is about 21 leagues to the N. of Pondicherry. It has no harbour for ships, though it is the principal factory of the English on the coast; but ships of burden, such as come here from Europe are obliged to load and unload in the open road, which indeed is very good, being a hard and holding sand, and has from 8 to 9 fathoms water. For the lat. and long. see *Fort St. George*.

The first sand or shoal which is met with on the coast lies off here, and is called the reefs of Matoer and the Mannoes, in the direction of N. N. E. from Madras. There is a land reef and a sea reef; and the mark for them is, a small grove of trees on the shore, the top of which is flat and even, and from thence has the name of the Table. By these ships may sail along, keeping out in from 9 to 10 fathoms; and in the usual offing of 4 miles, there is from 12 to 13 fathoms. If the flag staff on Fort St. George is brought to bear at W. N. W. quarter N, ships may anchor securely at a mile and a half distance from the reef. The sea reef is on the same point of the compass from the land reef, as that is from the town of Madras, and about the same distance of 8 miles. While a ship is in the offing, the lead must be kept going, and the depth of 9 to 12 fathoms must be retained until there is stiff clay ground; when, by continuing to go on at N. N. E. till two cocoa trees that will be seen on the shore are brought in one with a small grove, if the ship has an offing of 3 or 4 miles, it will be at the end of the land reef. Proceed on this course till the two cocoa trees are open of the grove about the length of a handspike, when the course must be varied to N. E. into 5 or 6 fathoms, continuing so till there comes from 7 to 9 fathoms in a stiff clay ground and some sand; which will be a certain indication of being past the sea reef also. A ship may now stand in towards the shore into the usual offing

of 4 miles, which is the general fairway on all this coast.

The marks of the land reef, in sailing along it as just now directed, must be particularly attended to, as it is very deceitful and shoals suddenly by whole fathoms as fast as the lead can be heaved; but it may be discovered by marking the alterations of the depths, as seamen may be assured that they are drawing near the reef, of which also the trees on the land, if they are still remaining, will be a mark to give timely notice. Come no nearer to the shoal than from 10 to 8 fathoms, for a less depth will occasion great perplexity and uncertainty, because if a ship comes into 6 fathoms the next cast will be but 3 fathoms or something less, and will be very dangerous for large ships, though the sand is not shoaler than 14 or 15 feet, at the distance of about 2 miles from the shore. The breadth of this reef is not more than 2 musquet shots over; but the soundings within it are as uneven as those just on the outside, being 2, 5, 6, and 7 fathoms, and are not to be depended on.

The ends of these two reefs are at the distance of 2 miles from each other, in the position of N. E. by E. and S. W. by W. but the sea reef lies along the shore at N. E. by N. and S. W. by S. An offing of about 8 miles will carry a ship clear of it; though it may be passed safely along the edge of it in 8, 7, and 6 fathoms, but not nearer until the flag staff comes at W. by S. A ship may then, with a southerly wind, safely stand over the reef towards the shore; but if the wind is northerly, the flag staff must be brought at S. W. from ships that draw from 13 to 16 feet water. No notice need be taken by small vessels that draw but 9 or 10 feet water, in passing the sea reef, as it has from 16 to 18 feet upon it; but those who are not very well acquainted had better attend to the general directions for large ships, as they may be puzzled and confounded by the soundings. The town of Madras is situated in lat. 13 deg. 5 min. N. and long. 80 deg. 29 min. E.

MADRE de DIOS, is another name for Resolution Bay, near the middle of the W. side of St. Christina, one of the group of islands called Marquesas, in the South Pacific Ocean. It is in lat. 9 deg. 55 min. S. and long. 139 deg. 9 min. W. See *RESOLUTION Bay*.

MADRE

MADRE River, a river of Turkey in Asia, which runs in a direction to S. W. and falls into a bay opposite to the island of Samos in the Archipelago.

MADURA or MADURE, is a district of the peninsula of India so called, on the E. side round Cape Comorin, from whence the town of its name, by some accounts said to be in an island so named, is to the N. E. along the coast, where is the beautiful sea port of Tontekorin, and the pearl fishery to the eastward of it in the gulf of Manara. It is in lat. 10 deg. 15 min. N. and long. 78 deg. 35 min. E.

MADURA Island, a long and narrow island on the N. side of the island of Java towards the E. end. The town of its name is on the S. or inside of the island in lat. 7 deg. S. and long. 113 deg. E. The variation off this island in 1768 was 30 min. W.

MADRIL or MODRIL, on the N. W. shore of the Mediterranean, is to the eastward of Malaga, on the S. coast of Spain, before which is a bay, to the W. of Cape Sacrasil, with anchorage in it, having from 7 to 18 fathoms water, according to the near approach to the shore.

MAEL Sound, on the W. coast of Sweden, is about 11 leagues to the S. from Maelstrand, being 3 leagues S. from Wingo Island, as that is 4 leagues to the S. from Calf Sound, and the last 4 leagues S. from Maelstrand. It is a rough and rocky island, which lies before the harbour of Congsback, under which is a good road, and ships may sail round it with safety; though no persons should venture into Congsback without a pilot. The great rock called the Nyding is but a league from it.

MAELSTRAND, on the W. coast of Sweden, is to the southward of the rocks called the Paternosters, and to the N. from Gottenburg. It is to the N. E. from the point of the Scaw, and is an island, to which ships must sail in, after making the hill of Britto, in the direction of E. N. E. leaving the Paternosters on the larboard; and, after making Maelstrand, with a course of E. N. E. or E. by N. a large stone beacon will be seen, with a mast and a barrel, for the direction of Seamen. There are two channels, for which ships may have pilots to go in. The lat. is about 58 deg. N. and long. 11 deg. 30 min. E. It is said to be 30 leagues N. from Co-

penhagen, and a small port city. See MARLSTRAND.

MAEL STROOM, on the coast of Norway, is a whirlpool so called, of which some notice has been taken under Loefort Island, to the S. of which it is situated, and to the N. of Rust Island. To what has been observed under Loefort, it may be proper to advise navigators of the dangers of this whirlpool, which is heard to the distance of several leagues, being so violent that if a ship comes near it, the vessel will be drawn irresistibly into the vortex, and immediately carried to the bottom, where it is dashed to pieces against the rocks. It is sometimes also called MOSKOE STROOM, from the Island Moskoe that lies between the mountain of Hefleggen in Lofoden and the Island Ver, which are about a league distant from each other. Between this island and the coast the stream makes its way on each side; and the sea is 400 fathoms deep between Moskoe and Lofoden, but so shallow between Moskoe and Ver as not to afford a passage for a small ship. When it is flood, the stream runs up the country, between Lofoden and Moskoe with a boisterous rapidity; and when it is ebb, it returns to the sea with a violence and noise that is unequalled by the loudest cataracts. Whatever is carried down by it, is instantly absorbed; and at the turn of ebb and flood, when the water becomes still for about a quarter of an hour, the scattered fragments ascend to the surface, but in such a condition as scarcely to be known for the parts of a ship. When this whirlpool has at any time been agitated by a storm, it has reached vessels to the distance of a Norway mile, equal to 5 or 6 English miles, when the crews thought themselves to be in perfect security. It is scarcely perhaps in the power of imagination to conceive a situation of more horror, than that of being driven forward by the sudden violence of an impetuous torrent into the vortex of a whirlpool, the noise and turbulence of which increases as it is approached, and forms the earnest of a speedy and inevitable destruction. At a sight so dreadful to behold, even animals that have come too near the vortex have expressed the most distressing signs of terror, when they have found the stream to be irresistible; by which even whales have been carried away, and the

the moment they have felt the force of the water, have struggled against it with all their might, howling and bellowing in the most frightful manner. This has also frequently happened to bears, in their attempts to swim over to the island to prey upon the sheep. Large stems of firs and pines rise again so shivered and splintered, from the violence of the friction against the rocks, as if they were entirely covered with bristles; and it must be concluded, that the whole phenomena are the effects of the strong ebb and flood, which is occasioned by the contraction of the stream in its course between the rocks. It is usual for all ships that know the coast to keep 8 or 10 leagues out at sea, both to avoid this and several other eddies nearer the shore, as well as the rocks of Ostraford. This whirlpool is in lat. 63 deg. 8 min N. and long. 10 deg. 40 min. E.

MAERNS or MIRNES, on the E. coast of the Zuyder Zee, in Friesland, is to the E. of Staveren and Harich, and is a mark for sailing along by the sands of the Creyl, the Hoffsted, and Cripple; for which see those articles respectively. It is nearly N. a little W. from the island of Urek, and contiguous to the shore.

MAES Islands, on the W. coast of Ireland, near the W. entrance of Galway Bay, are contiguous to the shore without the W. point of Battery Bay, and a little at N. E. of Cronkara Island. They are larger than Cronkara, and between the principal island and the shore it is rocky, so that there is no passing. See **BATTERY** and **KRONKARA**.

MAES or MAESE River, the entrance to which has two channels, falls into the sea between Vooren and Holland. The southernmost of these two channels goes in by the S. shore, or land of Vooren, sometimes called the Briell or Brill; and the northernmost by the N. shore. The shoal or sand called the Honde Flat lies between them; on which there is not more than 6 or 7 feet and perhaps in some places 8 feet at low water. The southern channel has been already described under the article **BRIELL**. This river rises in Burgundy, and takes a long course through Lorraine and the Netherlands, passing by Sedan, Namur, Liege, Maëstricht, Velno, Grave, Gorcum, and

Dordrecht or Dort, and falls into the German Ocean between the Briell and Gravefand. In its course it receives the Sambre and Wahal, besides smaller rivers that discharge themselves into it before it reaches the ocean.

The northern channel is to the S. W. from Gravefand, on the N. shore of the Maes, which is known by its high spire steeple; where will be seen two beacons. Bring the innermost of these about half a handspike's length to the southward of the outermost; which will be in the direction of E. a little southerly; and with this mark go right in with the outermost buoy, that lies in 3 fathoms and a half at low water. But to come within the sands from the northward, keep the soundings of the shore in 23 feet at low water, or something more, according as it flows, which will bring a ship directly to the outermost buoy; but in a small vessel, in 10 or 11 feet along shore at low water, it will come directly upon the second buoy. Sail right in with the beacons from the outermost buoy to the second buoy, which lie in 10 or 12 feet in the shallowest part of the channel, right thwart of the outermost point of the land on the N. side, but nearer to the Honde Flat than to the point which lies off from the N. shore; so that a ship must go about to the northward of it sailing in, because it is broader on that side than to the southward. A little sail runs off from the N. point, of which great care must be taken, as it is very steep; sometimes also the sea breaks very much upon it. In westerly winds the sea is all in a breach over the northern channel, thwart of this second buoy, and strangers would not suppose it to be a channel; but there is no cause to apprehend any danger close along the aforesaid second buoy, as there is 13 feet water at half flood thwart of it. From the second to the third buoy, the course is a little more northerly; and from one buoy it is easy to see to the next. At the third buoy, the innermost beacon will be found to stand a little to the northward of the outermost; for the third lies at the N. end of the Rasen in 11 feet water, as does also the second, which must be passed on the northward of it. The depth between these two buoys is all equal in the fairway; and about the second buoy the N. shore is steep, but towards the third buoy it is somewhat

somewhat flatter. The fourth buoy lies from the third at S. S. E. on the S. end of the Rassen Sand, which is an arm of the E. side of the Honde Flat, being very steep, and in some places dry at low water. There is from 14 to 16 feet water in the fairway from the third to the fourth buoy, which, by the fishermen, is called the Pan; the N. E. side of it is rising ground, on which ships may borrow in turning to windward by the lead, as near as may be convenient. As soon as the steeples of Munster and Gravesand come open to the eastward, a ship will be past the Rassen. The fifth buoy lies in 11 or 12 feet water, upon the E. point of the New Rib, and is S. E. by S. from the fourth buoy, all which buoys are to be left on the starboard in going in; and to the E. of this, the N. and S. channels come into one. The course to the next buoy against the Polder is nearly the same; but these are within sight of each other; and this also may be left on the starboard, thwart of which in the fairway is 16 or 17 feet. See BRIELL for the rest of the channel. To anchor at the Briell, leave two buoys more on the larboard side, of which the first is the easternmost against the Polder, and the second the buoy upon the Crab that lies off from the Island Rosenburgh till past the Briell. To sail higher up, run with the marks of Ambroeck and the house of Lucht, as mentioned under Briell, till a ship comes near the shore, and then along by it to Heenvilet, taking care to run within the tail that goes off from the E. end of Rosenburgh in sailing upwards; but if a ship does not bring the tower of the Briell, after passing the heads of Swaertwal, without or to the northward of the heads, but keeps it to the southward of them, it cannot sail within, but far enough along to the southward of it. To the eastward of Heenvilet goes in the Old Maes.

It is worthy of notice to seamen, that the situation of a ship in the open ocean, to the westward of the coast, may be known by the turning of the tides, even when out of sight of land. If the weather be calm, and a ship is to the northward of the Maes, the tide constantly turns about with the sun until the last quarter ebb, when it begins to set towards the shore; but if a ship is to the southward, the tide as constantly turns about against the sun. From hence it

must be obvious that there can be no help of the ebb on the coast of Holland for turning to windward towards the Maes, except out of sight of land, as there runs no ebb by the shore, if the wind is to the southward of the W. Between the Maes Deep and the Maes in the fairway, the first of the flood comes out from the N. and turns out gradually to N. E. by N. towards the land; and soon after the flood makes up without Goeree's Gat, as it does also in the Gat, and so before and in the Maes. It is high water before the mouth on spring-tide days before 4 o'clock.

Old MAES, is the channel, on the N. side of Ysselmonde, which goes up to Scheidam, Delft, and Rotterdam, in Holland. The flood-tide sets into it very strong round the W. end of Ysselmonde, and therefore care must be taken to prevent a ship's being carried upon the Wheat Sand or Tarve Sand, that lies in the midst of the mouth of the Old Maes, and comes dry a great way at low water, and also lies out with a long small point to the westward into the Maes. To avoid it look out for a wood that is upon the S. shore, a little to the eastward of the point of the entrance into the Old Maes, and keep the steeples of Rotterdam a little to the northward of that wood, which is a good mark to go clear of the Wheat Sand; but if the steeple is to the southward of the wood, a ship will certainly touch the tail of the sand. The channel on the N. side of the Wheat Sand goes up to Dordrecht or Dort, in which are two buoys; and to find the buoy, run in by the marks of Rotterdam steeple and the wood, until the steeple of the Briell comes over a tiled house on the S. side of the E. end of Rosenburgh, and by keeping these in that position the buoy will be certainly found. Having passed the Old Maes, sail up in mid channel until a ship is past Vleerdengen to the 5 sluices; and from thence keep the S. shore, running close along by it till the ship is over a small shoal or bank that has not more than 11 or 12 feet on it at low water. It lies thwart across the Maes, but has the deepest water close by the S. shore; and as soon as this is passed, sail right towards the head of Scheidams, where is the deepest water. To go from hence into Delft Haven, see DELFT Haven.

MAESLAND Sluys, is a town of the country of Holland, about 5 miles to the

S. W. of Delft, within the channel of the Maes, in lat. 51 deg. 57 min. N. and long. 4 deg. 18 min. E.

MAGDASHO, otherwise called MAGADOXO, which see.

MAGADORE Island, on the W. coast of Africa, is 18 leagues to the southward of Cape Cantin, frequently called MOGADORE, in lat. 31 deg. 27 min. N. and long. 9 deg. 30 min. W. It is about a mile from the main land, and has a very good harbour, with plenty of every sort of fowls, and some wholesome fish.

MAGADOXO OF MAGDASHO River, on the E. coast of Africa, after rising in the N. W. part of the province so called, and directing its course at S. by E. falls into the ocean on the desert coast of Anian, at N. by E. from Brava, having the town of Magadoxo at its mouth, in lat. 2 deg. N. and long. 47 deg. 15 min. E.

MAGALLIAN Point, sometimes called MAGELLAN, is the E. point of the entrance into the lough or lake of Londonderry, on the N. coast of Ireland, near which is from 8 to 10 fathoms water. From this point to Green Castle, the other point of the entrance into the lough, it is about a mile.

MAGARISSE, on the coast of Romania, in European Turkey, is near the point of the main on the W. side or limit of the gulf of Caridia, on the N. shore of the Archipelago Sea, and a little to the westward of the southern entrance of the sea of Marmora, or channel of the Dardanelles. See CARIDIA.

MAGDALEN Islands in the gulf of St. Lawrence, in North America. See MAGDALENA.

La MAGDALENA Island in the S. Pacific Ocean, is one of the group of islands that are known by the name of the Marquesas. It is situated in lat. about 10 deg. 25 min. S. and long. 138 deg. 50 min. W.

MAGDALENA River, is the boundary for a considerable extent between Louisiana and New Mexico, which falls into the Pacific Ocean, to the S. W. of the bay of St. Lewis.

MAGDALENA river, is a large river of Terra Firma on the Spanish main, or N. coast of South America. It unites its waters with the Cance in its course northward, and then takes the name of Grande, and falls into the sea to the N. below the

town of Madre de Popa. The banks of this river are well inhabited, and it has a course of more than 200 leagues.

MAGDELENA Gulf, on the N. E. side of the island of Malta or Melita in the Mediterranean, near the midway between the two ends of the island, and to the N. W. along the coast from the city of Malta.

MAGDELENE Island, near the N. E. point of the island of Sardinia in the Mediterranean, a very irregular island near Cabrera to the S. of it, within which islands to the S. and W. is good anchorage, especially within Cabrera, in 15 and 20 fathoms water. It bears a little to the E. of S. from Cape Santa Messa in Corsica.

MAGEE Port, on the S. W. part of Valentia Island between Dingle Bay and Kenmare River on the S. W. coast of Ireland, and to the northward from Balynkeligs Bay, within the sound or channel that goes up into Dingle Bay from the S. W.

MAGELLAN. See MAGILLAN and MAGALLIAN.

MAGGEROE Island on the coast of Norway, the northernmost point of which is known by the name of the North Cape. Holmsly Island lies between Jugen and this island. There are 3 or 4 small islands also to the westward of this island, called Stappen; but English sailors have given them the name of the Mother and Daughters. Keelwick Haven is also to the southward of the E. point of Maggeroe; and a little to the eastward of its S. point is a small island called Altenfölen, where there is a good road and shelter from all winds.

MAGHELLAN or MAGELLAN Straits, a long and winding channel so called, which separates the S. part of South America, or the land of Patagonia, from the island of Terra del Fuego to the southward of it. As a long and intricate navigation, it is necessary to take particular notice of it here; but this will relate more to the general state of the navigation in mid channel, than to the ports and bays, or headlands and capes, on either shore, because an account of the most important of these will be found under their respective heads.

These straits form a passage across the country of South America from the South Atlantic to the South Pacific Ocean, and

and are bounded, as we have intimated, by Patagonia on the N. and by the island of Terra del Fuego on the S. From the E. to the W. entrance it is about 110 leagues, but the width is very variable, as we shall hereafter discover; and from its being so much indented by the land on both coasts, it is concluded that the term Straits is more properly applicable to this channel than strait. Two of these places, towards the E. end, are particularly called Narrows, and seem to divide into separate parts or portions.

The first discovery of these straits was made by Maghellan, a celebrated circumnavigator in the beginning of the 16th century, who navigated through them in 1520, and from whom they have since retained this name. At the eastern entrance they are a little more than 7 leagues broad from Cape Virgin Mary on the N. to Queen Charlotte's Foreland on the S. and the western entrance is about 6 leagues broad from the nearest coast on the N. to Cape Pillar on the S. but from Cape Victory to Cape Pillar it is more than 10 leagues, as that point extends farther to the W. than the S. point.

On sailing along the E. coast of Patagonia, in approaching these straits, there is not more than 13 fathoms water off Cape Fairweather at the distance of 4 leagues from the main; it is necessary, therefore, to give this cape a good birth, from which to Cape Virgin Mary the course is S. S. E. and a ship may stand very near the shore down to the cape. But there runs off a shoal from the point for half a league, which is readily known by the weeds that grow on it. Near the S. side of the cape, on entering these straits, a ship may safely come to an anchor in a bay that has 10 fathoms water and a gravelly bottom; when the cape will bear at N. by W. half W. by compass, the variation also being two points to the E. throughout the straits in 1766 and 1767. Let this be attended to, in the account of bearings in our description of these straits. Cape Virgin Mary will bear N. by E. from a low and sandy point, very much like to Dungeness on the coast of Suffex, and called so after it, at the distance of 5 miles; which point of Dungeness is dry at low water, and a ship may run close to it, and anchor in 15 fathoms, if it should be found necessary or convenient so to do. The

tide rises more than 20 feet perpendicular in the bay on the S. of Cape Virgin Mary. When a ship is abreast of Dungeness, especially if it is the tide of flood, stand close into the N. shore; but about 2 leagues to the W. of Dungeness, off the shore, there is a shoal which has not more than 7 fathoms water upon it at half flood, and should be carefully attended to when the tide is low. It is advised, however, at all times to heave the lead on approaching it. About a league from the N. shore, and farther on, there is good anchoring in 20 fathoms water and a muddy bottom, when Cape Virgin Mary should bear N. E. by E. half E. and Point Possession, round which the strait widens, at W. half S. and about 5 leagues distance. The course of the tide here is from E. to W. which rises about 30 feet, and runs at the rate of 3 knots an hour, and the ebb also runs with great force. The width of the straits here is about 8 leagues. Further on, when Point Possession can be brought to bear at N. N. E. at the distance of about 3 miles, and the Hummocks on the N. called the Asses Ears, at W. half N. there is good anchorage in 25 fathoms water.

After passing Point Possession, the straits become wider, and the N. shore, from the point to the entrance nearly of the First Narrow, forms a circus, known by the name of Possession Bay; in which there is good anchorage in many parts and from 12 to 20 fathoms water, over a sandy and clayey ground, the best situation being when Point Possession bears E. 3 leagues, the Asses Ears at W. and the entrance of the First Narrow at S. W. half W. and the bottom of the bay about 1 league distant only. From the centre of this bay or circus to the S. shore, the straits are here upwards of 10 leagues wide; and if the northern part of the straits be kept in sailing from the last situation, a point which is at N. by E. from the N. point of the Narrows must have a birth, as a rocky shoal projects out from it far towards the E.

Before we proceed, we must recall the attention of our readers to an account of several large banks and shoals of hard ground, that are somewhat on the N. of the centre of the straits, over which the water shoals suddenly. In steering from Point Possession to the First Narrow, it is to be noted that the flood sets to the southward, but that in the narrow it sets

ever strongly to the N. shore, and flows there, according to some accounts, at 10 o'clock on full and change days; but, according to others, not till 2. One of the shoals or banks that have been alluded to, lies in the fairway between Cape Virgin Mary and the First Narrow, and just in the middle between the N. and S. shores, and is more than 2 leagues long and full as broad, and in many places very steep; on which, if a ship should ground in a gale of wind, it is probable she would very soon beat to pieces. Commodore Byron struck upon it in 1765, when Point Possession bore at N. E. at the distance of 3 leagues, and the N. entrance of the First Narrow at S. W. distant 2 leagues.

If a ship be sailing towards the First Narrow, steer S. W. by S. if the wind favours, for the entrance, and then S. S. W. quite through it, being only about 10 miles in length, and the breadth in the narrowest part little more than 3 miles, widening towards the S. end to about 5. The tide, except at the time of slack water, sets very rapidly through this narrow; but there is good anchorage on the S. shore, if it should be found necessary in passing, in 40 fathoms water with a sandy bottom; and there is also a sand bank towards the N. E. end of the narrow. The greatest width of the Second Strait is full 7 leagues, and the distance from the First to the Second Narrow, is somewhat more than 8 leagues at S. W. by W. and a depth of 19 fathoms over a sandy bottom. Here the flood sets to the S. W. and the ebb to the N. E. and there is good anchorage in 24 fathoms at about 2 leagues from the N. shore, when Cape Gregory bears W. half N. and the Sweepstakes Foreland at S. W. half W. Gregory Bay also affords good anchorage, being on the N. W. side of the strait, situated between Cape Gregory and Point Gregory, or the N. E. point of the entrance to the Second Narrow. In this strait there is a very rapid tide, which brings with it such immense quantities of weeds, that a ship that shall venture to anchor in this situation, is in danger of being adrift from their weight.

The best course through the Second Narrow is at S. W. half W. where there is 12 fathoms water within half a mile of either shore, and in the middle from 17 to 24 fathoms. This narrow is about 7 miles in length, and its breadth at the E.

end about 5 miles, but at the W. end only 3 miles. Having passed the W. end of this narrow, the course with a leading wind will be at S. by E. for 3 leagues. Between the W. end of the Second Narrow and the island of St. Bartholomew, which lies near the eastern end of the next strait, and nearly in the middle, there is shoal water, when the island bears at S. half W. about 3 or 4 miles, and Elizabeth Island at S. S. W. half W. distant 5 or 6 miles, under the N. E. end of which last island there is good anchorage. But if a ship, after passing the Second Narrow, cannot reach this island, Oozy Harbour and Pocket's Harbour on the coast to the N. of the W. end of this narrow, will be found very convenient places for a ship to run into. Elizabeth Island produces plenty of celerery and some wood; between which island and St. Bartholomew's Island there is a channel of half a mile broad, in most places of which the water is deep, but shoals suddenly just in the middle, and the more so the farther it is to the southward. The flood tide here sets strongly to the southward with a great rippling; but the tides set many different ways round the islands. From the W. end of the Second Narrow to Point or Cape Shut-up, about 70 miles, the strait lies almost due N. and S. so that what was before the N. shore now lies to the W. and the S. shore to the E. This part of the strait is about 15 leagues in breadth at the S. end, but grows gradually narrower until it begins to trend to the W. where it is not more than 6 leagues broad. It was the opinion of Captain Wallis, that in sailing through this part of the straits, it is safest to run down from the N. end of Elizabeth Island, about 2 or 3 miles from the shore, as far as to Port Famine, which is 12 miles short of Cape Shut-up; and Sandy Bay and Freshwater Bay will be found good places to anchor in, if the ebb tide should come in, though ships may anchor almost any where on this part of the coast in good weather. It must be observed, however, that about 9 miles from Freshwater Bay towards Port Famine, there are some small rocks off the shore, which must be carefully avoided. From Port Famine to Cape Shut-up, the course is still about the same distance from the shore, and on going round the point the straits turn off towards the S. W. to Cape Froward, which is the extreme S. point

point of Patagonia, and about 6 leagues from Cape Shut-up. We might have observed that the country between Port Famine and Cape Froward is extremely fine, having no less than three pretty large rivers, besides brooks, and four good situations for anchorage; but the best of them is called Wallis's Harbour, between Cape Shut-up and Cape Froward.

The coast now turns away to the W. and generally a little northerly; and from Cape Froward to Cape Gallant is about 14 leagues, a very little to the N. of W. sailing near the N. shore of the straits, where the passage is free, and where there are several good harbours. Amongst these may be reckoned, Snug Bay, Wood's Bay, Port Holland, Andrew Bay, Cordes Bay, Fortescue Bay, and Port Gallant; in which space the strait widens from about 7 miles to 17 or 18, and then contracts to about 5 miles at Cape Gallant. This last cape is about 8 leagues at W. half S. from Cape Holland, having English Reach between them. At half a mile from the shore from Cape Holland, and for 4 miles below, there is good anchorage, and a good harbour close by the cape, where a ship may refresh with much greater safety than at Port Famine; where there is a fine large river of fresh water, with plenty of wood, celery, berries, and muscles, the only fish that can be met with here. In sailing from Cape Holland to Cape Gallant, at about 2 miles distance from the N. shore, when the capes are brought nearly in one, the former will be distant about 6 leagues at E. by N. and the latter 2 leagues about W. half N. at which time a white patch on Monmouth's Island in Royal Reach, which is the next reach to the W. of English Reach, will bear S. S. W. three-fourths W. and Rupert's Island the next island in the same reach at W. S. W. From this situation a ship may either go into Port Gallant, which is under Cape Gallant, or run into Royal Reach.

Having mentioned Monmouth's and Rupert's Islands, it will be necessary to observe that they are the two last out of four that are in that reach; the other two islands to the E. of them are also larger, but they are likewise nearer to the S. shore of the reach, and are called Charles and James Islands. The others are mentioned first, on account of their bearings, when a ship is sailing to the westward for Port Gallant, or for the en-

trance of Royal Reach. After leaving Port Gallant for Passage Point, which is distant about 3 leagues, the coast lies W. by N. and the N. shore must be kept on board quite through Royal Reach, leaving all the islands to the S. or on the larboard till the approach to Passage Point; when a ship must stand off from the point, so as to avoid a shelf or ledge of rocks that runs from it, at some distance towards the S. The islands of this reach, which are in general terms called the Royal Islands, and render the N. and S. sides of the reach very narrow, should not be approached, if possible, in navigating the reach, on account of a very rapid current which sets through them wherever there is an opening, and the danger of coming near them is consequently very great. The current in Royal Reach constantly sets to the eastward for the whole 24 hours; and the utmost caution must be applied to avoid the indraught. This reach ends at Passage Point.

Crooked Reach next succeeds, after making round Passage Point, and reaches as far as to Cape Quod, being only three miles over; and the strait is divided by a large island, that extends nearly through the reach, and makes two narrow passages, of which that on the N. side is called Crooked Reach; and the other on the S. side has been named Whale Sound. The W. end of Crooked Reach opens into St. Jerom's Channel or Sound, the entrance into which is about a league from Batchelor's River, and both on the N. shore; and when the sound opens it bears at N. W. There are several good anchoring places in sailing through Crooked Reach, particularly in Elizabeth's Bay, York Road, Batchelor's Bay, and, within the sound, Little Harbour, and also in the sound itself. There are also several places, under the islands on the S. shore, where a ship might anchor; but the force and uncertainty of the tides, and the heavy gusts of wind which sometimes come down from the high lands that surround these situations, render them very unsafe. It is 3 leagues at S. W. by W. from the S. point of St. Jerom's Sound to Cape Quod. Keep the N. shore on board between the opening of St. Jerom's Channel and Cape Quod as much as possible, in order to avoid the current setting out of St. David's Sound, and the currents usual upon the S. shore, that hurry ships along with an irresistible violence, and every moment threaten danger.

danger. The strait here is not above two miles in breadth, and the island off Island Bay on the N. shore must be avoided. On the S. shore there are some good anchoring places, when the set of the tides or the winds render it safe to coast along that shore; these are, St. David's Cove, Rider's Bay, Butler's Bay, and Chance Bay. The tides of this reach are exceedingly strong, notwithstanding which they are very irregular; but their general course is, to set 19 hours to the eastward, and 5 to the westward.

Long Reach succeeds to the westward of Cape Quod, where the straits begin to widen again, and the navigation becomes less dangerous. This reach and the whole of the straits from Cape Quod quite to the western entrance, is nearly in the direction of W. N. W. the passage of which becomes free, as it has no islands in the middle, though there are many in different parts along both shores, and gradually becomes broader quite to the opening into the S. Pacific Ocean. But however the dangers of the navigation may be diminished, so far as they relate to islands and rocks or shoals in mid channel, it is equally dangerous in other respects; for there are very few situations where a ship can come to an anchor to be sheltered securely, excepting near the shores, where seamen would least of all seek for it, and not think of such a measure but in cases of the greatest necessity.

Though it may be difficult to account for the violent setting of the tides in this part of the straits, with their great irregularity, and the common and general untoward consideration of a heavy sea; we must not withhold giving an account of such causes as at least may be partially admitted to occasion them. The shores on each side have many inlets, and currents are created in various directions, that have an imperceptible but prevalent effect on ships that come within the power of their influence; these often are productive of danger to vessels in such a situation, and under such circumstances, before any means of prevention can be taken, in consequence of the discovery of that impulse. We may add, that from the W. end of Crooked Reach, and as far into Long Reach as to Cape Monday, the course is W. by N. and from thence to Cape Upright, both of which capes are on the S. shore, the distance is about 5 leagues. The shore on each side is rocky, with broken ground.

It has been found convenient for most navigators who have passed through these straits, to direct their course from Crooked Reach to the W. opening nearer to the S. than to the N. shore; because the bays and harbours are more numerous on that shore, in this part of the straits, though there are some good ones on the opposite shore. Here follows an enumeration of them on each shore, from Cape Quod on the N. shore and the S. shore opposite to it, quite to the western entrance. There are on the S. shore, Chance Bay, Swallow Harbour, Pisspot Bay, Monday Bay, Upright Bay, Bay of Islands, Bay of Disappointment, Rocky Bay, Dolphin Bay, Tuesday Bay, Separation Bay and Harbour, and many smaller bays between these, to which no names have been given. On the N. shore there are Bad Shift Bay, Puzzling Bay, Goodluck Bay, Buckley's Sound, Providence Bay, and Tamer Bay and Harbour.

The island called Westminster Hall, within the W. entrance of the straits, and the Islands of Direction to the S. W. of Cape Victory, are too visible to be mistaken. We need only add, that from the N. shore of the W. end of the straits, in lat. about 52 deg. 30 min. S. to the lat. of 48 deg. S. the land, which is the western coast of Patagonia, runs nearly due N. and S. consisting wholly of broken islands, among which are those which have been laid down by Sharp under the name of the Duke of York Islands; but he has placed them at too great a distance from the coast.

Having thus compressed into one point of view the navigation of these straits, the general opinion since their first discovery of its being dangerous and critical, will probably in the judgment of seamen be rather strengthened than diminished. It has, according to this sentiment, been recommended to ships to pass to the eastward of Staten Land, which is contiguous on the E. to the island of Terra del Fuego, and to run down to the lat. of 61 or 62 deg. S. before they attempt to stand to the westward for the S. Pacific Ocean. Commodore Byron, on the contrary, who passed them in the spring or rather the autumn of 1765, from the 17th of Feb. to the 9th of April, declared his opinion that ships arriving there about the month of December might probably pass it in less than three weeks; and speaks of the advantages to a ship's company, in being able every where to procure fish, wild
celery,

celery, scurvy-grass, berries, and many other vegetables, with wood and water at almost every anchoring place beyond Freshwater Bay. Captain Wallis, who was there on the 17th of December, 1766, and did not clear the straits till April 11th, 1767, is however of a different opinion, and apparently destroys the fine theory of Commodore Byron, who attributed the bad weather he experienced to his being there at the time of the Equinox. But whatever occasioned Capt. Wallis to be so long in passing, he seems to have lost the advantage of his coming there at the season recommended by Commodore Byron, and prolonged the time two days beyond that of his predecessor before he cleared the straits. When he says, therefore, that he was in a dreary and inhospitable region, and in almost perpetual danger of shipwreck for near 4 months; that, though in this country it was the midst of summer, the weather was cold, gloomy, and tempestuous, and that the prospects had more the appearance of a Chaos than of Nature, and that the valleys were, for the most part, without herbage, and the hills without wood; we cannot forbear from supposing, that either the season in that high latitude might be particularly unfavourable, as we have sometimes experienced in cold and wet summers in England in the same latitude, or that he was out of humour with it, and gave the description a colouring according to the disagreeable impression it had made on his mind. For if, as Commodore Byron conjectured, the bad weather he experienced was attributed to his being there about the time of the Equinox, the same cause comes exactly to account for the unpleasant voyage of Capt. Wallis. Capt. Carteret, the associate of Captain Wallis nearly through these straits, concludes with saying, that it is too dangerous for navigation; and probably, since the observations of Capt. Cook for doubling Cape Horn, it will not again be soon attempted, though it may be proper to give a description of it here. His remarks on the nature of the navigation to the southward of the islands, will be given in treating of Le Maire Straits and Staten Land. See **LE MAIRE**, and **STATEN**.

MAGHERE WALLEY, is the innermost of the four islands of Ballenés, to the southward of Troy Island, near the N. W. part of the coast of Ireland. See **BALLENES**.

MAGILLAN'S Point, at the entrance of Londonderry Lake, is the E. point of that entrance on the N. of Ireland, and about a mile from its opposite point, where is Green Castle. See **MAGALLIAN**.

MAGIOPPE Island, within the river of Tamarika, on the coast of Brazil in South America.

MAGNA VACCA, is a town of Ferrara in Italy, with a harbour on the Adriatic Sea or Gulf of Venice, about 6 leagues to the N. of Ravenna, in lat. 44 deg. 55 min. N. and long. 12 deg. 56 min. E.

MAGNETICAL Island, on the N. E. coast of New Holland, is the southern limit of Halifax Bay, as Point Hillock is the northern boundary. It received this name because the compass needle would not traverse near it, and therefore was supposed to contain some magnetic matter, which had an effect upon the needle. It is also the W. N. W. limit of Cleaveland Bay.

St. MAGNUS Bay, on the W. coast of Mainland, the largest of the Orkney Islands, belonging to Scotland, to the northward from the northern extremity of Scotland. This is sometimes called the Caledonian Ocean, but is properly the North Atlantic Ocean.

MAGOS, or Fortaleza de tres MAGOS, on the coast of Brazil, called in English the Castle of the Three Kings, is situated on a point called Natal, at the entrance into the Rio Grand.

MAGPEC Bay, on the N. E. side of the island of St. John's, near the S. W. angle of the gulf of St. Lawrence, appears to be within some islands, which shelter a deep inlet of the land, from the point to the westward of Kikibougat Harbour northward to Casambec.

MAGRA River, is a river of Italy, which rises in the Apennine Mountains, in the valley of Magra, and, after washing Pontremoli, passes on to Sarzana in the territory of Genoa, and falls a little after into the Mediterranean.

Cape MAGUARI, the western point of the entrance into the Grand Para River, in South America, or N. E. point of the island of Marayo, which is bounded on the W. by the river of Amazons. It is in lat. about 15 min. S. and long. 32 deg. 10 min. W.

MAGUANA Island, one of the Bahama Islands so called, in the West Indies, in lat.

lat. 22 deg. 36 min. N. and long. 72 deg. 25 min. W.

MAGUELONE Bay or Lake, on the S. coast of France, and on the N. shore of the Mediterranean Sea, is to the W. by N. from the mouth of the river Rhone. The length of it, which is nearly parallel to the sea, from the city of Agde to Aigue Mortes, is about 40 miles, and its breadth 1 mile; and the city of Montpellier, which stands on a small river called the Lez, is situated very near this bay, in lat. 43 deg. 30 min. N. and long. 3 deg. 5 min. E.

MAGUELONE Island, the most westerly of the three islands of St. Peter, lying off Newfoundland. See **MIQUELON**.

MAHAGUERAS Shoals, near the bottom of the gulf or bay of Honduras, on the E. side of the peninsula of Yucatan, or S. shore of the gulf of Mexico, between which and the shoals of the Salmadinas is the fairway or channel from Trivigillo to Porto Cavallos. If the wind should slacken, so as to endanger a ship's running on the Salmadinas, come to an anchor nearest to the S. side of the shoals, where there is seven fathoms, the ground being good on the S. E. side, but dangerous, and foul on the N. But if a ship is bound on without the islands into the gulf, she must first run three leagues off to sea from Trivigillo at N. W. to get clear of the Mew, and then N. W. by W. to get free from the Mahaguerras or Mahamenas, and then run through between the Guyana and Salmadina Sands, particularly avoiding the island of Utila, which is all foul on that side far out to sea.

MAHAMENAS. See **MAHAGUERAS**.

MAHANADY or **MAHANUDDY** River, is a river of Hindostan, which rises in the N. W. part of Berar, and falls by several mouths into the bay of Bengal at Cattack. These mouths form an assemblage of low woody islands like the Ganges, and many other rivers; and at the mouth of the principal channel, near False Point, is a fortified island, named Cadjung or Codjung.

MAHAREE Bay, on the S. W. coast of Ireland, is more than three leagues in extent, but not laid down in any charts of the coast. Hence it is that the mouth of the river Shannon, by excluding this bay, is laid down in lat. 52 deg. 24 min. N. whereas it should be in lat. 52 deg.

36 min. N. It was this mistake which occasioned the loss of the York East India ship on the evening of the 12th of Nov. 1758.

MAHOMETA Gulf, on the N. coast of Africa in the Mediterranean, round the E. side of Cape Bon or Bona, in the bottom of the bight, and a little to the W. of N. from Sufa, in a part of which gulf Sufa may indeed be said to be situated.

MAHON Bay, in the island of Minorca in the Mediterranean, is situated at the E. end, and forms the channel or entrance to the port town of Mahon, usually called Port-Mahon, and sometimes Maon. It extends far into the island, in the direction of N. W. and divides this part of the island into two narrow peninsulas, and, including the harbour belonging to the town, is capable of containing a very large fleet of ships in perfect security from all tempests, and from the attacks of any enemy, the entrance of the harbour being well defended by good fortifications.

Port MAHON, on the S. side of the bay of Mahon, towards the head of it, is built on a very elevated situation, the ascent from the harbour being very steep; so that it consequently commands an extensive prospect and a pure air. At the foot of the hill on which the town stands is a fine wharf, the W. end of which, when in possession of the English, was appropriated for careening and repairing his Majesty's ships. The depth of water is such, that ships of the largest size can come up to the quay. The narrowest part of the entrance into the harbour is only 90 fathoms; but about a mile below Mahon, at English Cove, the navy watering place, it is a mile over, which is nearly the broadest part. Bloody Island is about half a mile lower, having Golgotha Island on its N. W. and both of them lying nearly in the middle of the channel, but the deepest water is on the S. W. side. Oyster Cove is on the same shore, almost opposite to Bloody Island, and facing the N. E. where the Spaniards dive for oysters in 10 or 12 fathoms, and disengage them from the rocks with a hammer. Lower down is Quarantine Island, perhaps the same that is called Flat Island, which is somewhat nearer to the N. shore, but at a moderate distance from it, with an open channel between it and the main land. The town of Mahon is in lat. 39 deg. 51 min. N. and long. 3 deg. 48 min. E.

To

To sail into Mahon from the southward, ships must pass the island called *Laire de Mahon* to the eastward of it, the sound between it and the main island being dangerous for ships of burden, on account of its shoals and foul ground, though about two miles over; and keep a sufficient offing until the high hill of Mount Toro, nearly in the direction of the harbour up in the land comes to bear with the middle of the harbour. This will be nearly at N. W. with which course a ship may run up to Bloody Island, but must avoid the two rocky or sandy points of Sandy Bay or Philippet Cove on the starboard, and keep the mid channel nearly, as there is only 3 and 2 fathoms near to the southern shore, quite through the first narrow. St. Stephen's Cove is without the S. point of the entrance or Fort St. Philip's, and goes in due W. and Philippet Cove is between the double point or N. entrance in the direction of N. This must be particularly attended to by strangers, as they can only go safe into the proper harbour by a N. W. course, and with the mark of Mount Toro already mentioned. There is an opening also to the N. E. of Fort Philippet, nearly at W. S. W. from the signal-house or watch-tower of Cape Mola; and the preceding directions are the more necessary, as this opening has sometimes been fatally mistaken for Mahon Bay and harbour. See *Cape MOLA*.

MAI-A FUERO Island, an island of the South Pacific Ocean, seen by Captain Carteret in 1767, to the N. W. from the straits of Maghellan, in lat. 33 deg. 45 min. S. and long. 80 deg. 46 min. W. See *MAS-A FUERO* Island.

MAID Flat or Sand, on a point of which are the second and third buoys of the Veer Gat or Channel, between the islands of Walcheren and Schowen on the coast of Holland, in 2 fathoms at low water. See *VEER Gat*.

MAIDEN'S Islands, on the N. E. coast of Ireland are situated at N. by E. from the bay of Carrickfergus at the distance of about 2 leagues and a half. They are large rocks, which shew themselves a little above water, or, as they may otherwise be deemed, low rocky islands with many rocks about them that are under water. These extend so far to the N. N. E. that it is dangerous to come nearer to them than 5 or 6 miles; for though there are some passages which

may admit ships to sail through, it is by no means advisable to attempt it when there is no necessity, and, in stormy weather, it must be still less advisable. In coming from the northward, ships must sail S. E. by E. to keep clear of them; and in going from the southward, it is necessary to steer N. N. E. from the N. point of Carrickfergus Bay for 4 or 5 leagues for the same purpose. Their lat. is 54 deg. 58 min. N. and long. 6 deg. 17 min. W.

MAIDENOT OSTROFF, or Copper Island, in the North Pacific Ocean, is about 10 leagues at E. by S. from the S. end of Beering's Island, which is in lat. 55 deg. N.

MAIDSTONE in Kent, on the River Medway, carries on a good trade by means of this river, as the tide flows up to the town, and brings up barges of 50 or 60 tons, and sends vast quantities of provisions to London, as well as some durable paving stones of 8 or 10 inches square and fine white sand for glass houses and stationers. There are numerous plantations of hops around it, which are shipped off here for London and other parts of the kingdom: and it has various manufactures. The lat. is 51 deg. 16 min. N. and long. 0 deg. 38 min. E.

MAJOR'S Bay, in the island of St. Christopher's or St. Kitt's in the West Indies, is at the S. E. extremity, in the part called the Narrows, and on the E. side nearly due N. from Horse Shoe Point, or the most southerly point of the whole island. Round the two points which form the bay, it is rocky; but towards the bottom of it, at a sufficient distance from the beach is from 2 to 4 fathoms or more.

MAJORCA, anciently called *PALMA*, is the principal town of the island of its name in the Mediterranean, and is situated on a bay between two capes on the S. W. part of the island. Between Porto Pin to the N. W. and this bay, is a sunken rock in the fairway, on which is 13 feet water; but the sea is so clear, that a ship may see it in passing. Near the entrance from the bay to the haven is a mole, and on the W. side of the haven is a high white tower, between which and the mole head ships stand into the harbour, and go straight on towards the quay. There is from 10 to 11 fathoms within the mole, and a good clay ground. It is in lat. 39 deg. 35 min. N. and long. 2 deg. 30 min.

min. E. From hence the island of Cabrera is about 7 or 8 leagues at S. by W.

MAJORCA or MALLORCA Island, an island of the Mediterranean, and the principal of those which were anciently known by the name of Balleares, or Insulæ Balearicæ, famous for their sling-ers. It is 60 miles in length, and about 45 in breadth; and its four principal capes or points are remarkable for facing the four cardinal points. Pedra or St. Pedro is the easternmost point; Cape Salines is the southernmost, having the island of Cabrera to the S. of it; Cape Dragon is the westernmost, off which is the Island Dragonera; and Cape Fromentel may be called the northernmost, being only a little to the eastward of Poyance, on the northernmost point of which land there is a fire-tower, and two more to the eastward from it. The N. and W. parts of the island are mountainous, but fruitful, and the parts to the S. and E. are level and very productive of the necessaries of life. The whole island is surrounded with towers, from which an enemy can be seen to a considerable distance; and it possesses several good harbours. The distance of this island from the coast of Catalonia in Spain is about 29 leagues. From Ciudella, or Citta Della, near the W. part of the island of Minorca, it is about 10 leagues to this island to W. S. W. See ALCUDI Bay and Cape.

MAINLAND, ORKNEY, or POMONA, is the principal of the Orkney islands to the northward of Scotland, being 24 miles in length and 9 in breadth. Kirkwall is the capital. See ORCADES or ORKNEYS.

MAINLAND, the principal of the Shetland islands to the northward of Scotland, is 60 miles long from N. to S. but the breadth is variable, and very seldom exceeds 6 miles. It possesses neither tree nor shrub, except the juniper and the heath; and the face of the country exhibits a prospect of black and craggy mountains, with marshy plains and some verdant spots intermixed that appear smooth and fertile. Eagles, falcons, and ravens, resort to its lofty cliffs; seals and otters frequent the hollow caverns under them; and swans, geese, and other aquatic birds are found in its winding bays. With cod, turbot, and haddock, the seas around it abound, and, at certain seasons, its shoals of her-

rings are wonderful. Whales and other voracious fishes sometimes visit them. It has Lerwick for its capital.

Le MAIRE Strait, is a passage or channel so called, separating the island of Terra del Fuego at the extremity of South America from Staten Land to the E. of it, being about 5 leagues in length, and as much in breadth. The northern and S. W. entrances are bounded by Cape St. Diego and the Cape of Good Success on the Terra del Fuego coast, and by Cape St. Anthony and Cape St. Bartholomew on the coast of Staten Land. It received its name from a Dutch circumnavigator of this name, who discovered it in the year 1616. The author of Lord Anson's voyage round the world has remarked, that it is difficult to determine off at sea to any tolerable certainty the situation of this strait, though the appearance of Terra del Fuego island on that side is well known; and has observed, that some navigators have been deceived by the three hills on Staten Land, that have been mistaken for the Three Brothers on Terra del Fuego, by which mistake they have entirely overshot the strait. But the circumstantial and authentic account which has been left on record by Captain Cook will entirely remove every doubt arising from this general relation of the nature of the coast. He tells us, "that no ship can possibly miss the strait which coasts Terra del Fuego within sight of land, because it will then be sufficiently conspicuous, and Staten Land which forms the E. side, will be still more manifestly distinguished, as there is no land on the Terra del Fuego side like it. The strait of Le Maire can only be missed by standing too far to the eastward, without keeping the land of Terra del Fuego in sight; if this is done, it may be missed, however accurately the appearance of the coast of Staten Land may have been exhibited; and if this is not done, it cannot be missed, though the appearance of that coast be not known."

He proceeds to observe, that "the entrance of the strait should not be attempted but with a fair wind and moderate weather, and upon the very beginning of the tide of flood, which happens here on full and change days about 1 or 2 o'clock, and that it is best to keep as near to the Terra del Fuego side as the winds will admit." By attending

to these particulars, a ship may be got quite through the strait in one tide, or at least to the southward of Success Bay, into which, if the wind be southerly, it will be most prudent to put, rather than to attempt the weathering of Staten Land with a lee wind and current which may endanger the being driven upon that island.

But Success Bay is not the only place for a ship to run into, if she cannot, from various causes that may occur, get through in one tide; for there are several other bays and harbours on each side of the strait that will afford shelter and protection to ships that may have occasion to pass through. The conveniences and accommodations which this bay affords, render it, however, the most eligible and desirable situation for a ship to make under these circumstances; but if this cannot be done, Maurice Bay on the same side, and to the northward of it will be found a very agreeable place to anchor in. We mention this bay in preference to those on the coast of Staten Land, because it has already been recommended generally to keep as near to the side of Terra del Fuego as the winds will permit.

The object of all ships that pass through this strait must be, to proceed forward round Cape Horn, the navigation of which may, therefore, be properly collected to close this article, and the situation of the various islands, &c. noted for the information of those who may in future be destined to traverse the southern coast of Terra del Fuego Island. Imperfectly and incorrectly as this was laid down, both with respect to the appearance and situation of the land, and the latitude and longitude of the various bays, capes, headlands, islands, or other remarkable and distinguishing parts, it will be our duty to state it as nearly as possible in his own words. The singular advantages which he possessed that were unknown to former navigators, and the assistance which the publication of the Nautical Almanac afforded, with the accuracy and correctness of the rules and directions in the Requisite Tables, that are a necessary companion and assistant to it, enabled him to detect the errors of his predecessors in that part of the world, and to prove the falsity of the charts that had been formed on the defective information of former navigators.

The Cape of Good Success forms the S. W. entrance of this strait of Le Maire,

on the W. side of which is Valentine's Bay. From hence "the land trends to the W. S. W. for 20 or 30 leagues, and appears to be high and mountainous, and to form several bays and inlets. New Island is within this extent, in the direction of S. W. half W. about 14 leagues from the bay of Good Success, and between 2 and 3 leagues from the shore; and 7 leagues to the S. W. from New Island is the island of Evout's. Barnevelts islands, which are two small flat islands, contiguous to each other, are a little to the W. of S. from Evout's Island; and the S. E. point of the Hermit's Islands are about 3 leagues from these at S. W. by S. lying in the direction of N. W. and S. E. and are pretty high, though they will appear as one island from most points of view, or as a part of the main island of Terra del Fuego. It is 3 leagues more from this S. E. point of the Hermit's islands, in the direction of S. W. by S. to Cape Horn." He concludes with observing, on this navigation through Strait Le Maire, that "though the doubling of Cape Horn is so much dreaded, that in the general opinion it is more eligible to pass through the straits of Maghellan, we were not once brought under our close reef'd top-sails after we left the strait of Le Maire." See BARNEVELT'S Islands, EVOUT'S Island, HERMIT'S Islands, and NEW Island.

The only remaining question that occurs to be particularly considered is whether, "supposing it more eligible to go round Cape Horn than through the straits of Maghellan, it is better to go through the strait of Le Maire, or stand to the eastward, and go round Staten Land." This is the more necessary to be determined, because the author of Lord Anson's voyage, already mentioned, has said, "That all ships bound to the South Seas," i. e. as we have distinguished it, the South Pacific Ocean, "instead of passing through the strait of Le Maire, should constantly pass to the eastward of Staten Land, and should be invariably bent on running to the southward as far as the lat. of 61 or 62 deg. before they endeavour to stand to the westward." When it is considered that the lat. of Cape Horn is no more than 55 deg. 58 min. and a half S. it somewhat staggers a person of reflection, and induces him to think to what cause such a measure is necessarily to be attributed, in such a high latitude, where the tropical currents cannot possibly

bly extend, as in some parts of the spacious and extensive South or N. Pacific Ocean between the tropics. Captain Cook, with his usual sagacity and perseverance, has happily removed this remaining doubt, by reasoning on this very observation. He says, that "different circumstances may at one time render it eligible to pass through the strait, and to keep to the eastward of Staten Land at another. If the land is fallen in with to the westward of the strait, and the wind is favourable for going through, I think it would be very injudicious to lose time by going round Staten Land, as I am confident the strait may be passed with the utmost safety and convenience; but if, on the contrary, the land is fallen in with to the eastward of the strait, and the wind should prove tempestuous or unfavourable, I think it would be best to go round Staten Land. But I cannot in any case concur in recommending the running into the latitude of 61 or 62 deg. before any endeavour is made to stand to the westward. We found," says he, "neither the current nor the storms which the running so far to the southward is supposed necessary to avoid; and indeed, as the winds almost constantly blow from that quarter, it is scarcely possible to pursue the advice. The navigator has no choice, but to stand to the southward close upon a wind, and by keeping upon that tack, he will not only make southing, but westing; and if the wind varies towards the E. of the S. his westing will be considerable. It will, indeed, be highly proper to make sure of a southing sufficient to double all the lands, before an attempt is made to stand to the westward, and to this every man's own prudence will of necessity direct him."

To prove the advantage of this navigation to that by the straits of Maghellan it will be fully sufficient to state, that Captain Cook was only 33 days in going round the island of Terra del Fuego, from the E. entrance of Strait Le Maire, into the South Pacific Ocean, at the distance of 12 deg. of long. westward and 3 deg. and a half northward from the W. end of the straits of Maghellan; but the Dolphin, exclusive of the time of her stopping in Port Famine, was 3 months in getting through them at the same season of the year. It is also to be added, that the E. entrance of Le Maire Strait is more than 2 deg. and a half of lat. to the southward, and 2 deg. and a half of long. to the eastward

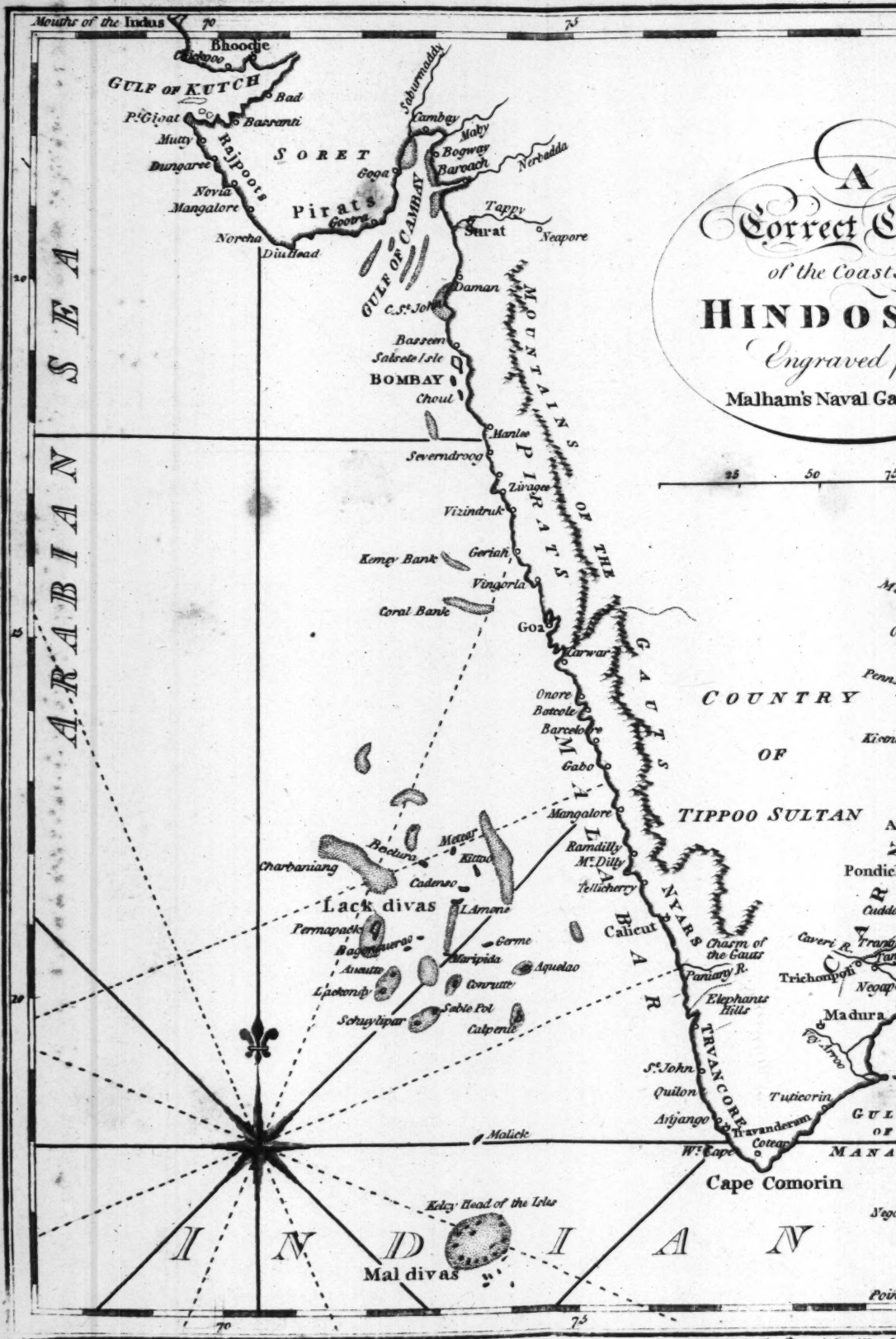
of the E. opening of Maghellan's Straits, which also greatly increases the distance run; this is a fuller argument in favour of this navigation, besides the satisfaction of being generally in an open sea, and having it in choice to go into harbour or not, as may be necessary.

We must not conclude this article without remarking, that the currents through the strait Le Maire are very rapid, and that the southerly tide or current, whether flood or ebb, begins to act on the days of new and full moon about 4 o'clock. It may be proper also to add, that the S. W. coast of the land of Terra del Fuego is very much like to the coast of Norway. See FUEGO, for the coast and currents. Ships bound round Cape Horn, which have no need either of wood or water, or of other necessities that may render the going into a port necessary, would perhaps do well not to come near the land at all; because they would avoid the currents by keeping out to sea, which must undoubtedly lose their force at 10 or 12 leagues from land, and entirely cease to exist at a greater distance. "There were more calms than storms," says Captain Cook, "at the time we were upon this coast, and we found the winds so variable as to render it probable that a passage might be effected from E. to W. in as short a time as from W. to E. even with the advantage of the current. No cold weather was met with here, and the thermometer was never below 46 deg. and, when at anchor in Christmas Sound, it was usually above temperate. The variation of the compass was from 23 deg. 30 min. to 24 deg. 20 min. E. near the coast."

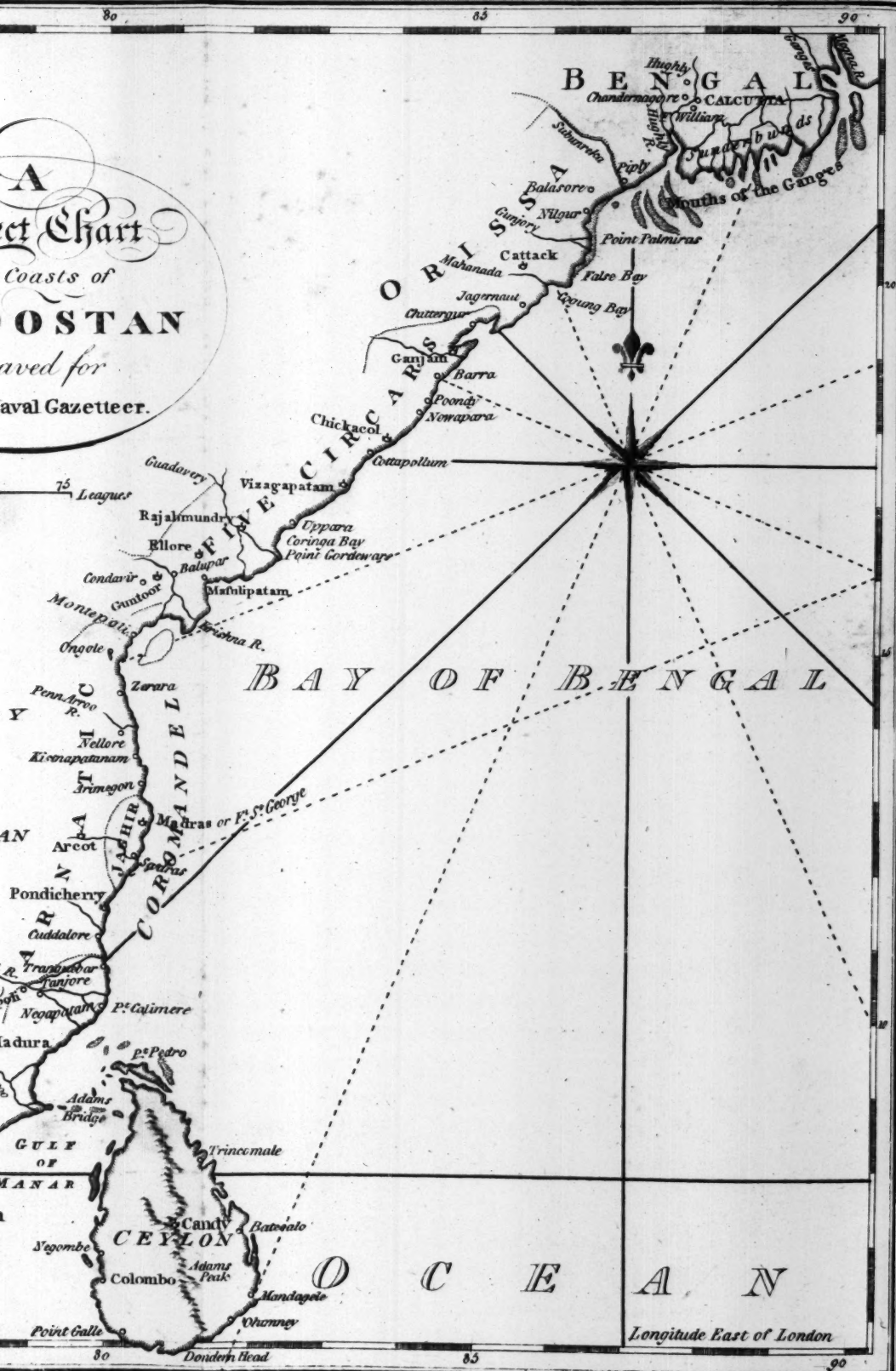
MAISON Rock, on the N. coast of France, is to the westward of St. John de Doit. When that is brought on with Plouganon Mill, it is a mark for finding the Trepiedes.

MAITEA Island in the South Pacific Ocean, so called by the natives, is the Osnaburgh Island of Captain Wallis, in lat. 17 deg. 48 min. S. and long. 143 deg. 10 min. W. It is 44 leagues at W. by S. from Chain Island, being high and round, and about a league in circuit; and when it bears at N. W. by W. at the distance of 5 leagues, has the appearance of a high crowned hat, but at N. it looks like the roof of a house.

MAJUMBA Cape, on the S. coast of Africa, is about 16 leagues to the S. from the S. point of the River Seste. Some part



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part of the coast between bears inward a little, and there are some high hills with tall trees on them like pines, and some bushes; but other high grounds appear as if they were plowed, and have some white spots upon them like chalk. The shore is so rocky, that ships must come no nearer than 12 fathoms; but there is fishing all along the coast to the cape, from the point of which is a stony reef trending to seaward. From this cape, which is in lat. 3 deg. 15 min. S. and long. 11 deg. 12 min. E. and frequently called Cape Primeiro, or point of Jomba, it trends E. S. E. to Alvara Marten's Bay.

MAIZO or MAYZI Cape, at the eastern extremity of the island of Cuba in the West Indies, and the larboard point of the windward passage from Jamaica towards the Bahama Islands. Its lat. is 20 deg. 13 min. N. and long. 74 deg. 10 min. W. From hence to Crooked Island is N. half W. 37 leagues, which course will carry a ship clear of the Hogsties, about 10 or 12 deg. to the westward of them. In passing, keep an offing of half a league from this cape, which is about 9 leagues from Cape Nichola or the N. W. point of the island of Hispaniola.

MALA, to the S. S. E. from Lima, on the coast of Peru, in lat. about 13 deg. S. is between the port of Chilca and the island of Asia, being 4 leagues from the former and 3 from the latter. See ASIA and CANETTE.

Cape MALA, on the coast of Archipelago, is in lat. 37 deg. 20 min. N. and long. 24 deg. 7 min. E.

Point MALA, on the S. coast of the isthmus that connects North and South America, is the western point of Panama Bay, and nearly due E. from Point Higuera. Within it is Pearl Island, and some smaller ones near the N. E. shore. It is due W. from Cape Garanchina, which is the other point of Panama Bay, and in lat. 7 deg. 35 min. N. and long. 80 deg. 50 min. W.

MALABAR Coast, is the S. W. side of the peninsula of India, being about 400 miles in length and 100 in breadth. It properly begins about 50 leagues to the S. of Goa, and reaches from thence to the extreme S. point at Cape Comorin. In the months of January, February, and March, the nights are extremely cold, and with very thick fogs, but the days are very hot; and they have a sea wind every day after 10 in the morning till sunset, and a land wind every night. From

June to November it is very dangerous being on the coast. Of the conduct proper to be observed in this climate, and the effects upon Europeans, with the best methods of obviating them, see under COROMANDEL.

MALABATA Cape, on the African shore of the straits of Gibraltar, is the eastern point of the bay of Tangier. There is a ledge of rocks stretching from the shore directly off into the sea; but these rocks only go to a little distance, are all fair above water, and there is 5 fathoms almost close to them. When this cape bears due N. E. and the castle at the N. W. corner is over the N. wall of Tangier, a ship will be in the best part of Tangier Bay, and may anchor in from 9 to 10 fathoms at high water in the best of the road.

MALABRIGO Bay, on the coast of Peru in South America, is on the South Pacific Ocean, and has a good harbour for ships. It is 14 leagues at N. W. by N. from Guanchaco, in the midway of which comes in the large river of Chicama. Cheripe is about 11 leagues farther to the N. W. It is to be observed, for the information of ships approaching this part of the coast, that the high rock of Guanapo and the Morro Malabrigo, which is also very high, bear at N. N. W. and S. S. E. this of Morro Malabrigo being to the northward; and they may be particularly known by this bearing, which is different from that of any two hills besides on the coast. In this bay or harbour there is generally a great sea, as westerly and S. W. winds blow right in; and as these blow hard all the latter part of the day, the sea seldom returns to any degree of calmness either by night or day.

Morro MALABRIGO, is a very high land, which may be seen off at sea at the distance of 12 or 15 leagues, and is a very good mark for knowing the coast. When it is brought at E. S. E. at about 3 or 4 leagues from it, a ship may stand in with it for the port. This mountain is seen all the way from the leeward of Cheripe, in coming from seaward to the windward of Malabrigo. Pacasmayo, or Parasmayo coast, is between Malabrigo and Cheripe, and its limits are from about 2 leagues to the windward of Malabrigo to within 2 leagues of Cheripe. There is a bay for about 3 leagues beyond Malabrigo, which begins at the very point of the harbour of Malabrigo; in which there is anchorage, but it is necessary

cessary to sound all the way, keeping in from 5 to 6 fathoms water as close to the leadland as is practicable, and on no account to come nearer than 4 fathoms and a half, and then to bring the great break in the headland at S. when a ship may come to anchor. This hill spreads far up the country, and has many breaks and hollows in it, which occasions it to send down continually flaws and gusts of wind towards the sea, that cause a great sea in the offing, and render the road more dangerous. The land to the northward of the road is broken and ragged, but in the middle of it will be seen a round hill, which is the true mark for the entrance into the harbour.

MALACCA is the most southerly part of the farther peninsula of India in Asia, and borders upon Siam, of which kingdom it is sometimes reckoned a part, on the N. It has the bay or gulf of Siam and the Eastern Indian Ocean on the E. and the straits of Malacca separate it from the island of Sumatra on the S. W. Its length is about 600 miles, and its breadth generally about 200, and in some places not so much. The city of Malacca is the capital, and is situated in a level country near the sea; for the lower part of its fortifications are washed by the tide. In the last century, when the Dutch in 1642 took it from the Portuguese, it had a flourishing trade, being the rendezvous of all their ships from China, Japan, and the Spice Islands; but as the commerce is now removed to Batavia, it is of little more use than to command the straits, and to bridle the natives. It is situated in lat. 2 deg. 12 min. N. and long. 102 deg. 5 min. E. It possesses a great many excellent fruits and roots, which yield good refreshment for strangers that call here, of which the pine-apple is the best in the world, and the manjostain is a delicious fruit; but it produces few commodities for trade besides tin and elephants teeth.

Supposing a ship to be in the road of Malacca, and bound to the straits of Singapore, she must run out W. by N. until the westernmost island of Malacca bears E. by N. at the distance of 6 leagues, or 6 leagues and a half, and then at N. W. into the main channel on the W. side of the sands till the island of Iroes has been passed; and when a ship is without the sands to the W. there will be soundings, though in deep water, but no soundings in any depth to the north-

ward. Bring the coast of Sumatra fair on board, on account of the stream that sets off to the northward, and when the island of Parcelar comes at E. southerly, a ship will be to the northward of the sands. The tides are not here to be depended on; but it is certain that the flood sets chiefly to the N. N. W. to the N. of the islands in the road of Malacca, and the ebb to the S. E. to the southward of them. From the S. island in the road of Malacca, the course is S. S. E. in from 20 to 23 fathoms, going within half a league of the island; and as soon as a ship is far enough out to bring the island at N. W. half W. about 6 or 7 leagues from it, she may tack and stand away at S. E. till she is thwart of Cape Formosa, about 10 leagues from Malacca.

MALACCA Strait, is the passage between the S. W. coast of the peninsula of Malacca and the N. E. coast of the island of Sumatra in the Indian Ocean, lying nearly in the direction of N. W. and S. E. The S. E. entrance of this strait is in lat. 1 deg. 10 min. N. and long. 104 deg. 12 min. E. and the N. W. entrance is in lat. 6 deg. 15 min. N. and long. 94 deg. 40 min. E.

MALAGA, is an ancient fortified city of Grenada in Spain on the coast of the Mediterranean, having a large harbour and considerable trade. The Phenicians, who first built a city here, called it Malacha or Malaca; and it is further noted for a victory obtained off this cape by the English and Dutch in 1704 over the French fleet. It is situated in lat. 36 deg. 42 min. N. and long. 4 deg. 5 min. W. It is about N. N. E. easterly from Gibraltar, near the turning of the coast almost due E. and has anchorage in the bay to the S. W. in from 3 to 15 fathoms, as a ship keeps off to the westward, or runs farther in towards the beach. There is a mole with rocks nearly S. of the city, which serves to break off the sea from ships that go within it; but heavy ships seldom venture into the pier. There are watch towers to the W. of the river which here falls into the bay, and all the way to Gibraltar; as there are also on the E. side all the way to Old Malaga.

Old MALAGA, is to the eastward of New Malaga, or Malaga, having a small bay before it with anchorage facing a beach round the W. and N. parts of the bay; but there is a rock off the E. point which must be avoided.

MALAGA

MALAGA Island, up the river of Guaiquil on the W. coast of South America, is a barren and unfrequented spot, and its road is extremely narrow and full of shoals, over which a ship can only go at spring tides, and has a very strong tide that might drive her on shore.

MALAMOCO Island, is an island at the very bottom of the gulf of Venice, and lies in the mouth of the entrance to that city, and is in length between 4 and 5 miles in the direction of N. N. E. and S. S. W. The entrance into the port is to the S. of this island, where ships lie to make their report when they come in, and to clear when they go out. It is an excellent road and harbour. To the northward of the island there is also another harbour, where the gallies and small ships and most of the coasting vessels lie; but this harbour of Malamoco is the principal one. To go into the main port of Malamoco from the northward, from the coast of Istria, keep along the S. shore, till the block-houses and some trees on the land of the other side are brought to bear with one another, when a ship may stand over and run in close by the heads or mole, which lies in at W. N. W. or W. by N. To go farther in than the road of Malamoco, a pilot will be necessary. There is very little tide in any part of the gulf, and it does not rise above 3 feet at the highest spring at the city of Venice; and it is high water on spring-tide days at 9 o'clock. From hence to the island Lissa is S. E. 76 leagues.

We have to note on this account of the tides in the gulf, that in general there are no regular tides, or such only as are very slight, in the Mediterranean, as well as in the Baltic, which are both inland seas, and communicate with their respective oceans only by a narrow strait; at least such is the common and established theory, which has been laid down, and is noticed in our Introduction. We shall have occasion also to mention a somewhat similar case, but not to so great a difference of the water, under Messina and Naples. See **MESSINA** and **NAPLES**. It is only 2 leagues to the S. from the city of Venice, and is situated in what are called the Lagunas of Venice.

From Volano on the western shore of the gulf of Venice, the coast goes away at N. and N. by E. the land all the way bearing in upon the sea, to the port of Malamoco at 17 leagues distance. It is

also 53 leagues from Ancona, but the course borrows of the W. and ships may steer N. N. W. westerly, and N. W. by N. and when a ship is in the fairway steering for Venice, and in mid channel of the gulf, it will not have more than 23 or 24 fathoms, but within 10 or 11 leagues of the eastern coast there will be found from 40 to 43 fathoms, and when within that distance of Venice there will be no more than from 16 to 17 fathoms. In this depth the hills behind the city of Venice will be seen, and perhaps St. Mark's steeple or tower, and vessels may go boldly in, either by night or day, and come to an anchor in from 6 to 7 fathoms; but if there is day-light, it may be advisable to run in to the N. of Malamoco, and anchor in from 8 to 9 fathoms, as it is the best ground and a very good road.

MALANCA Bay, is a bay of the island of Cuba, in the West Indies, on the N. coast, and almost opposite to the Cape of Florida.

MALAVASIA, or **Napoli de MALAVASIA**, on the E. coast of the Morea, near the S. E. part of that peninsula, on the Archipelago sea, and round the cape of St. Angelo, which opens that sea, to the N. W. towards the gulf of Angia or Engia. It was anciently called **EPIDAUROS**, and is not far from the modern Monembasia, and is the strongest fortress in the Morea. Its excellent wine was much celebrated in ancient times; and it has a pretty good harbour, about 25 leagues to the S. W. from Athens, in lat. 36 deg. 40 min. N. and long. 23 deg. 40 min. E. It is a small island contiguous to the coast, at the entrance of the gulf of Napoli di Romania, and is defended by a good citadel. It has a very fine harbour, and by means of a long wooden bridge is joined to Terra Firma. It gives name, if we are rightly informed, to that excellent wine called Malmsey, and was anciently noted for the temple of Esculapius. It is 14 leagues to the S. E. from Napoli di Romania.

MALBAYA, is the road or bay before Malbaya town to the N. of Gibraltar, and round Europa Point, within the Mediterranean, a little to the northward. It has anchorage in from 10 to 14 fathoms or more towards the S.

MALBAYE, a village or town so named, facing the Mediterranean to the E. and a little to the N. of the isthmus which connects the rock of Gibraltar with the kingdom of Spain.

MAL-

MALDELAINE Bay, or, as it is sometimes expressed, Bay de la Maldelaine, is a bay of the North Pacific Ocean, on the S. W. coast of the peninsula of California, not very far from its southern extremity. It is a large and spacious bay, and is capable of admitting a considerable number of ships. It appears to be the same as Madalena Bay. See **MADALENA** Bay.

MALDEN, a town of Essex, situated on the side of a hill, at the conflux of the Chelmer and Pant, otherwise called Blackwater, where they enter the sea. The bay which is here formed has a very convenient haven on an arm of the sea for vessels of 400 tons burden, and the town carries on a good trade in coals, iron, corn, and deals. This arm or branch of the sea is distinguished by the name of Blackwater Bay. Vessels of a moderate burden come up to the bridge over the Chelmer, called Full Bridge; but large ships are obliged to unload at a considerable distance below, in the bay. The town is in lat. 51 deg. 46 min. N. and long. 0 deg. 41 min. E.

This port, by the late act of parliament (1795) is required to supply 94 men towards raising 20,000 men for the use of his majesty's navy.

MALDIVIA or **MALDIVES** Islands, a cluster of islands in the Indian Ocean, more than 170 leagues to the S. W. from Cape Comorin, or the S. point of the peninsula of India, amounting to 1000 or more, and extending from 2 deg. of S. lat. to 7 deg. N. Most of them are flat and low, and surrounded with rocks and sands; the channels between them are narrow, and some of them fordable. They appear to have been originally settled by the Arabians. The colour of the sea near these islands is black. The northernmost called by the French, the Head of the Islands, is in lat. 7 deg. 5 min. N. and long. 73 deg. 4 min. E. and when opposite to this on the N. 32 have been counted, bearing in the direction of S. E. by E.

MALDON or **MALDEN** River. See **BLACKWATER** and **MALDEN**.

MALEBAR Cape or Point, is the easternmost point of the whole coast of New England in North America, as it is of that extensive peninsula which runs out to the N. E. and thence to N. N. W. forming Cape Cod Bay on the W. and N. W. and Buzzards Bay on the S. W. It is the extreme point, whence the coast

trends one way to N. and N. N. W. and the other to the S. W. and is in lat. 41 deg. 49 min. N. and long. 69 deg. 44 min. W. due N. from the N. E. end, or nearly so, of Nantucket Island.

Point MALENDURE, is a headland or point of the island of Guadaloupe in the West Indies, in lat. 16 deg. 10 min. N. and long. 62 deg. 4 min. W.

MALENE Island, to the southward of the island of Ouessant or Ushant, near the N. W. part of France, and on the W. side of the Passage le Four; and Conquet Road is a small island that is contiguous to others, and forming a bank or rocky sand; on which island, as well as Ushant, the flood tide sets very strong, as it does through Broad Sound towards Brest Harbour. It is called **MOLENE** in some charts.

MALESTROM, or **MAELSTROM**. See **MAELSTROM**.

Cape MAFATAN, near the S. part of the island of Sardinia in the Mediterranean, is the extreme S. W. limit of the gulf of Cagliari or Caillery, in that island.

Port MAFATAN, is a small port so called at the S. end of the island of Sardinia in the Mediterranean, on the W. side of the cape of its name, affording anchorage on the W. side of a small island that is off the cape in 10 fathoms water.

MALHAMORE, is laid down in some charts as if it was intended to point out a small bay or curve of the coast a little to the N. E. of Cape Telling, on the N. W. coast of Ireland; but as trade and commerce have little to do here, it has not been farther noticed or described.

MALICOLLO or **MALLICOLLO** Island, is one of the largest of the groupe called the New Hebrides, in the South Pacific Ocean, in lat. 16 deg. 15 min. S. and long. 167 deg. 35 min. E. It is about 54 miles in length from N. W. to S. E. and about 24 broad at the S. E. end, but only 16 at the N. W. end; and it is also narrow in the middle, having a wide and deep bay on the S. W. side. The port called Sandwich is on the N. E. side, and not very far distant from the S. E. end. The mountains within land are very high, and clad with forests; and the soil of the island is of a rich and fertile nature. Great variety of vegetables are produced here. It is a very warm climate, but not at all extraordinary for the torrid zone; and from hence the natives find no inconvenience from going almost

almost quite naked, either from heat or cold. See SANDWICH.

MALIN Bay and Island, on the N. shore of Galway Bay, due N. from the outermost or the Great Arran Island. See MILELAND.

MALINDA Island, one of the islands of Maldivia or Maldives, so named, in the Indian Ocean, is on the E. side of the second groupe or cluster, nearly in the middle betwixt the swatch to the N. and the other to the S. in lat. 6 deg. 30 min. N. and long. 73 deg. 40 min. E.

MALIO Cape, the extreme S. point of the peninsula of the Morea, at the opening of the Archipelago Sea, is another name for Cape St. Angelo, about five leagues to the S. E. of Malvasia. See ST. ANGELO Cape.

MALIQUE Island, one of the Maldives Islands so called, in the Indian Ocean, in lat. 7 deg. 45 min. N. and long. 72 deg. 40 min. E.

MALLECHA Cape, on the island of Candia in the Mediterranean, on the N. coast, otherwise called MELECHE or MELLECHE, is a point of land which runs out northward into the sea, and forms in several points, so as to become a peninsula, having the port of Camea in the bight on the W. side, and Zuda also in the bight on the E. side. It is from 7 to 10 leagues to the E. of Cape Spado, which projects out in a similar manner, but with a narrower point. It is high and steep, and may be very well known as the second projecting land from the westward, not reckoning that of Cape Busa on the N. W. angle. To the eastward Cape Sufa is the only projecting point which can possibly be mistaken for this cape; but that is not only different, as extending far less, but has another small and narrow cape of Freschia to the E. of it, being separated only by a narrow gulf. There is also a small island off Cape Sufa, with some sunken rocks on each side of it, and an island somewhat larger at E. by N. from it; but there is no island near this cape of Mallecha, it will only be necessary to beware of a sunken rock that lies off from the middle point of the cape.

MALLEDA Island, in the gulf of Venice, is six leagues to the W. from the city of Ragusa, and is all the way full of islands and rocks. It is also S. E. and S. E. by E. distant 5 leagues from the point of Sabioncella, within the island

of Corfiola. This island is but 6 leagues long, yet it has a river and port, which is navigable for two leagues up, with a deep channel of from 35 to 50 fathoms. Catarro is E. by S. and E. S. E. from this island of Malleda 12 leagues, the gulf of that name being the mouth of a considerable river, but not navigable higher up than to the city.

MALLEDGAN Island, one of the Scilly Islands, so called: See MELLEDGAN.

MALLO, is a town of Ireland, in the county of Cork, and about 17 miles to the N. of that city, situated on the river Blackwater, in lat. 52 deg. 10 min. N. and long. 8 deg. 32 min. W.

MALLORCA. See MAJORCA.

MALMERINO, on the S. coast of Africa, is within the mouth of the river Zair or Sair, or the northern branch of the river Congo. When the freshes are abated, so that the mouth of the river is contracted, ships may venture to sail into this river under the northern shore, and anchor here at Malmerino; but the ground is so muddy, that the anchor will scarcely hold, and on coming into 3 and 4 fathoms water a ship will be in danger of losing ground by the current, though after about half a league it must shoot across the river, and there come into 10 and 12 fathoms water on the other side. In this course keep close to the shore of the point, as it will otherwise be impossible to get into the river, and much less to sail up the channel, because the stream is so furious that no ship can stem the force of it, nor can it by any possible means go higher than about 6 or 7 leagues within the river.

MALMOE, is a sea port of Sweden, situated on the Sound, having a large harbour and a strong citadel, about 10 miles to the S. E. from Lund, and 15 in the same direction from Copenhagen, and in lat. 55 deg. 38 min. N. and long. 13 deg. 7 min. E.

St. MALO or MALOES, on the N. coast of France, is about 7 leagues cross the bay of Concale from Granville, on a rocky island, joined only to the mainland by a causeway, at the beginning of which is a strong castle to command it. It is from hence sometimes called, the Peninsula of St. Aaron. The harbour is large, and one of the best upon the coast, but very difficult of access, the entrance being surrounded with several rocks, and at the tide of ebb left almost dry; on this account

count it will not admit large vessels. There are no less than 10 different forts on the neighbouring rocks. It is in lat. 48 deg. 39 min. N. and long. 2 deg. 2 min. W. and has high water on full and change days at 6 o'clock. Quince Fort, to the westward, commands one of the entrances into the harbour of the city, before which there is anchorage; but the water is shallow near the town, and ships will come aground at the ebb; the channel or entrance into the harbour is between this fort on the W. and Point Denbour on the E.

The course for this harbour is about S. by E. from the W. end of Jersey Island to the island of Cefambre, which lies before it, at the distance of 13 leagues. The channel lies to the eastward of the Chofe Rocks, towards Granville Point, distant from it about two leagues at W. by N. From Granville to the Point of Cancale the course is S. W. by W. 4 leagues, and from the outermost rock of the point of Cancale till a ship comes before St. Maloes the course is W. and W. by S. 3 leagues. See CESAMBRE. To sail in by the eastern channel, see BEE.

From the W. end of Cefambre there lie off a great many rocks above a gunshot from the shore, at the W. end of which the western channel of St. Malo goes in nearly in the direction of S. by E. To sail in that way look out for a little spire tower, which lies somewhat to the N. eastward of St. Malo within the land, called Parame or Pellemy, and bring it at E. by S. when there will be seen near the shore right against it a black rock, which is known from any other thereabouts as being much blacker, that must be brought in with the tower; or the tower may be kept open of the S. point of Gaville, a large island near Cefambre; sail right in with this mark till a ship is thwart of Cefambre, or until the little tower on the point to the southward of the town bears with the town of Bore to the eastward of Saledor, when a ship may sail to the road of La Ranse, which is to the southward of the Little Bee. But if it be high water, ships may run in upon the marks, and then in about to the southward of the town. In failing in by this western channel, take care to leave a high rock on the starboard, called Secoritone; to the westward of which are many rocks, that are mostly covered at

high water; and there are also many rocks on the N. or larboard side, that are generally under water at the flood tide. There is a channel also to the southward of St. Anthony's rocks; but this is not frequented by any but small ships. It is called the Southern Channel. There is a great sandy bay about two leagues to the W. of St. Malo, where ships may lie land-locked in all winds; it has anchorage within a great rock, right against a wind-mill, that has some trees about it. The shoal called the Oyfter Bank of Salvages is better than two leagues to the N. W. from the entrance of the haven of St. Malo, under which is anchorage in 6 or 7 fathoms; and about half way between the western channel of St. Malo and Cape Frehel or Farela is the Lucatis Shoal.

After all that has been related, the rocks, islands and shoals are so numerous, that no persons venture in without a pilot, except in the greatest exigences, and even distress. When ships are in, they ride within the town, mooring with 4 cables, of which two are outward in the sand, and two fastened to the wharfs in the town. With an ordinary tide, it flows no less than 7 fathoms up and down.

ST. MALOES Island, the most southerly of the Azores or Western Islands, is in the N. Atlantic Ocean, and the same with Santa Maria Island. See SANTA MARIA Island.

MALORA Sand, before the port and city of Leghorn, on the coast of Italy in the Mediterranean, at the point of which is a rock with a little tower upon it, also called the Malora Rock, which has been built as a mark to the port. This sand forms a long reef or bank, and runs out from the shore at N. by W. from Leghorn, and N. W. from the mouth of the River Arno; and it stretches to the S. and S. by E. and S. E. more than five miles, being so shoal that no ships can pass over it. By breaking the force of the sea on the N. W. it forms the road of Leghorn, which is like a bay, and is an admirable and safe harbour, with very good anchorage in any depth from 3 to 15 fathoms. See LEGHORN.

MALORIA or MELORA Island, is a small island of Italy in the Tuscan Sea, at the distance of 12 miles W. from Leghorn, and in lat. 43 deg. 31 min. N. and long. 10 deg. E.

MALQUEREN, on the Friesland coast of

of the Zuyder Zee, which is a mark in sailing through its channels. When the little square steeple of Mirnes is to the southward of Malqueren, it is a thwart mark for the buoy on the bight; when it must be brought to bear within Malqueren to go to the northward, and kept so till a ship comes in the fairway of the buoy of West Worcum, which is nearly a league to the N. of the other.

MALTA Island, which was anciently called IPERIA, and afterwards OGYGIA, and by the Greeks MELITE, from whence comes the present name of Malta, is an island of the Mediterranean, of an oval figure, being about 20 miles in length and 12 in breadth, and about 60 in circumference. It is entirely rocky, and only produces corn to supply its inhabitants for six months, the rest being imported from Sicily. The island of Goza lies at its W. end; and the S. W. side of Malta stretches from Goza to the S. E. point, in the direction of N. W. and S. E. nearly. The S. E. point is the highest part of the island, and about half a league from it to the W. or W. by S. lies a round high rock, that appears very short and even, in coming from the eastward, when the island bears due N. The S. E. end of the island has also much white land, like that of Dover, but not chalky; and at the distance of a league from it a white church will be discovered on it.

MALTA or VALETTA, is on a hill in the middle of the island of its name in the Mediterranean, and consists of three towns, which are separated from each other by channels, forming so many peninsulas of solid rock, that rise to a considerable height above the sea, having secure harbours within them, capable of receiving whole fleets. The situation is naturally strong, and no labour has been spared which art could suggest to render its fortifications impregnable. There is good anchorage in the road of Malta before the port, in from 15 to 18 fathoms water; but no ships chuse to continue long there in the open sea, but either pursue their voyage or go into the port, which may be effected by making a signal for a pilot. The harbour is very well defended, and very commodious, and ships ride in it in safety under a rock; but that has been appropriated to ships which come from the Levant. There is a delightful walk and coach road to the

Lazaretto from the harbour along the wall. It is in lat. 35 deg. 54 min. N. and long. 14 deg. 28 min. E.

MALTESI Rock, on the coast of Peru, on the W. coast of South America, is about two leagues and a half from the main, on the South Pacific Ocean, and about four leagues at S. W. from Morro Salina, being in lat. 11 deg. 40 min. S. and a league and a half from the great dry rock called Mariscocque. They are sometimes called the Rocks of Guara. It is also distant from Callao 15 leagues at N. W. by N. and this rock bears with the island of Don Martin at N. E. by N. and S. W. by S. Guaco is also seven leagues due N. from it; and Maltesi bears due N. and S. seven leagues with the Hormigas. See MARSOCQUE.

Port MALTOIS, on the coast of Nova Scotia, is to the S. W. from Port de l'Heve, in the direction of the coast; to which succeed Port Rossignol, Port Mouton, Bears Port, Green Harbour, and others, in succession.

MALVASIA, or MALAVASIA. See MALAVASIA.

MAMAI Fort, at the bottom of a bay, to the eastward of the S. entrance of the straits of Kaffa, in the Black Sea, is in lat. 43 deg. and a half N. and long. 39 deg. and a half E.

MAMMEE Bay, on the N. side of the island of Jamaica, is a little to the eastward of Drax Point and St. Anne's Harbour, in the latter of which there is good anchorage, and a sandy beach.

MAMMEE Gully, at the E. end of the island of Jamaica, having only Little Bay, Long Bay, Priestman's River, and Hobby's Cove, between it and the N. E. point.

MAMORA Bay, on the W. coast of Africa, is 6 leagues from Larache, nearly at S. by W. There are two ports of this name called Old and New Mamora, of which the first is to the northward, and 8 leagues distant from the other.

MAMORA Bay, near the S. E. part of the island of Antigua in the West Indies, is to the southward of Willoughby Bay, and runs up at N. N. W. from the southern point or limit of that bay. The entrance is very narrow, and the E. point beset with rocks, from which is a rocky bank off to the eastward, inclosing a small island called Sandy Island. Keep close to the larboard shore to go into this bay if there should be occasion to go in, though

though we know not for what purpose it can be wanted, as there are so many much better bays on each side of it.

New MAMORA, is at S. by W. and S. S. W. from Old Mamora. The N. side of the haven has the appearance of a cape or point, and the city seems as if it stood in an island off in the sea. There is a very good road before it with good hard holding ground, but rather too great a depth of water, having 20 fathoms within a short mile of the haven's mouth; but there are gradual shoalings towards the shore into 15, 10, and even 5 fathoms, within a stone's cast of the shore, though it is not advisable for ships to anchor too near the coast, because the sea sets right in upon it, and it is necessary to keep a good offing or a ship may be on shore by the mere impulse of the water.

There is a high and broad bank of sand off the harbour, that is not easily seen at a distance, though it is dry, because the coast is in general low next the water; but it will be plainly discovered in sailing by it to the southward. The opening of this port, which is to the southward easterly, is not readily discovered in passing by, as the N. point or bank of the river lies low and flat; but if a ship keeps on, by coming nearer to the shore, a mark will be discovered for directing towards the entrance of the haven, being a high pole or mast that is set up on the high ground within the castle, and looking towards the S. The high tower of Sallee to the southward will also be seen in clear weather, and there will be no doubt of discovering it when about a league to the southward of Mamora. There is a bar at the mouth of Mamora River, on which is from 16 to 17 feet at spring tides; but it frequently varies in depth by the working of the sea, and the sand shifts in like manner, so that the entrance in the spring is commonly at E. S. E. or thereabouts, but more easterly in the latter end of summer.

It is observed, that the wind along this coast generally blows from the N. by E. to N. E. in the summer, and occasions a current to set southward; but in the winter it is commonly at S. W. and S. S. W. off sea, which renders the shore boisterous. When it gets more to the S. or S. E. the coast becomes safe and pleasant. But ships should always keep a good offing that are not bound into the ports; for the winds soon shift from the S. E. to the S. W. and W. S. W. and usually

have foul weather following them; but the good weather commonly returns when it gets to the W. N. W. or N. W. The road of Mamora is about a league off before the town, and is pretty good, having from 18 to 20 fathoms and a clean sandy ground. From hence to Sallee is about 6 leagues at S. W. by S. and S. W. and betwixt them is a low plain land and a sandy strand, with double land within, very even and smooth; but about half way the strand ceases and the shore becomes rocky.

Old MAMORA, at the distance of 6 leagues from Larache on the W. coast of Africa, at S. by W. has a good haven for ships of indifferent burthen. Between them the coast is low and sandy, but not so clean as to the northward of Larache; and there are no marks to guide a ship into the port, or even to know it by, neither church, steeple, or tower, appearing on this part of the coast for the direction of seamen, though there are some towns near the shore. It is 8 leagues from hence to New Mamora.

MAN, and his *MAN*, two rocks on the N. W. coast of Cornwall, off the high point of St. Agnes Ball, to the eastward of St. Ives, and the N. E. point of the bay or creek called St. Agnes Well. Ketsy point, with the island of Gull Rock, is about 2 leagues to the N. N. E. from it.

MAN Island, commonly called the Isle of Man, is an island of the Irish Sea or St. George's channel between the coast of England and Ireland, about 30 miles in length, and from 8 to 10 in breadth. From the county of Cumberland, it is about 14 leagues to its N. end, in lat. 54 deg. 25 min. N. and long. 4 deg. 26 min. W. and the S. end lies in lat. 54 deg. 1 min. N. and 4 deg. 43 min. W. The time of high water at this island is about half past 10 on the days of new and full moon. A very strong tide with great rippings runs every where round the Isle of Man, on account of the meeting of the N. and S. tides. There is a town, with a fortified castle, on the little island of Peele on the W. side of the island; and before the S. promontory is another small island called the Calf of Man, of about 3 miles in circuit, and separated from the main by a channel of 2 furlongs in breadth.

MAN Island or *Island of MAN*, in the eastern Indian Ocean, or South Pacific Ocean, is to the E. of Cape Stephens, and

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and to the N. of Cape Palliser, near the coast of New Ireland, and about 8 miles in diameter, having some smaller islands on the N. side. The accounts of its situation differ from the charts, which place it where the Duke of York's Island is, in lat. 4 deg. 9 min. S. and long. 151 deg. 20 min. E. at the distance of 25 leagues from Cape George; and the island of Man is said to be a small island to the N. of Cape Stephens, in lat. 4 deg. S. and long. 151 deg. 25 min. E.

Old MAN, a very high mountain on the S. coast of Africa, is nearly in the midway between Tyger's Bay and Mount Negro, and about 10 leagues from each. See *Mount NEGRO*.

MANABACOTTE, on a point of land, on the W. side of the sea to the S. W. of Calimere Point on the coast of Coromandel in India, is on the N. shore of a river which there falls into the sea, nearly half way by the shore from the said point of Calimere to the W. end of the reef called Adam's Bridge or Reef of Manara.

MANACLES Point, on the coast of Cornwall, between Falmouth and the Lizard, off which are some rocks, is a mark for going into the haven of Falmouth and for going to Miller's Pool within the haven. It is about 2 leagues at S. by W. from the mouth of Falmouth haven.

MANACLES Rocks, are a cluster of rocks off the point so called, of which some are above, and some under water; these stretch out near a league into the sea, and should have a good offing, in sailing from Falmouth towards the Lizard, the course for which with the flood tide may be at S. by E. but with the ebb at S. S. E. or S. E. by S. Regard must also be had to the wind, if a ship is close hauled, so as to keep clear of them. A mark for avoiding them; is to note the spire steeple of St. Leveron on the shore to the N. of the point, and to keep it so far from the land, as to see all the spires above the land, which will carry a ship clear to the Lizard. The Manacles is to the southward of the opening of Helford Sound.

MANACLES Rock, near the N. E. point of Guana Island, off the northernmost point, at the N. E. part of the island of Antigua, and within the bank or ledge of rocks, which there encompass the coast.

MANALEE Bay, is a small bay on the S. coast of the island of Jamaica, and the first bay round the point from whence

the coast trends again to the westward from the limits of Port Royal Bay.

MANAN or *MANANA*, the Great and Little, near the coast of Nova Scotia, not far from the river of St. Croix; the bay and river of that name going within the Great Manana Island on the N.

MANAPAR Point or *Cape*, to the E. a little northerly from Cape Comorin, in the peninsula of India, is a distinct point of land, from whence the coast trends northward into the gulf of Manara. A shoal or bank lies along the shore from hence to English Bay nearly. It is in lat. 8 deg. 30 min. N. and long. 78 deg. 7 min. E.

MANAR or *MANARA Gulf*, is the gulf so named from the island of Manara, between the S. E. part of the peninsula of India and the island of Ceylon.

MANARA Island, is in the gulf of Manar, to which it gives the name, in lat. 9 deg. 12 min. N. and long. 80 deg. 43 min. E.

MANARA Hiel, which with Hammon Hiel form the first lands on the S. coast of Coromandel in the Indian Ocean, is near the W. end of the reef of Manar, which blocks up the passage between Ceylon Island and the main.

MANARA Port and River, is known by the little clumps of cocoa trees that grow on the western bank of the river; but it has not sufficient depth for ships of large burden, there being no more than 13 or 14 feet water, all large ships riding about a league to the W. of the river in from 20 to 22 feet water. Before the river, about the distance of a gun-shot from shore, there runs a small reef in the direction of N. W. and S. E. between Manara and Arippe, which bears about S. W. half S. 4 leagues from it. In sailing along shore from Manara be careful to keep in 24 feet water, both to landward and seaward. The S. end of the reef bears from Manara River at S. W. by S. half S. distant 4 leagues; and the N. end of it bears with the river at W. S. W. 4 leagues and a half distant, being all a stony and rocky reef, but having three several passages through it that are indeed very dangerous, because with a southerly wind the sea breaks over them all, neither have they more than from 12 to 14 feet water in them.

MANCHANNEEL Harbour, at the E. end of the island of Jamaica, is more than one third of the distance from the N. E. point to the S. E. point of the island, having

having on its N. a point that projects out to the E. which, with a good inlet, forms a good shelter from the N. and even the N. E. Driver's River is to the S. of it, and Hobby's Hole to the N.

MANCORA, or *Sierra de Mancora*, on the coast of Peru in the S. Pacific Ocean, are very high mountains so called, on the southern part of the great gulf or bay of Guayaquil, about midway between Tombez River to the N. E. and Mero Point to the S. W. They run high up into the country, and most of the land on this part of the coast is double as far as to Mero Point, which is low and flat, though the country within is high and mountainous.

MANDEOTA, otherwise called **YOUNG-BOULE**, is the first place of trade, and the first port, to the N. of Tullea Bay, on the W. coast of the island of Madagascar. It is a very good port, though there is no considerable river; but it has an inlet or sound, with a bar, on which is no more than 2 or 3 feet at low water, and 14 or 15 at high water. The bay forms an excellent road for ships, and boats may go in to procure wood and water; the latter is procured by digging wells, but they need not be more than from 3 to 4 feet deep. The time of high water on full and change days is about a quarter past 5 o'clock, and the tides are very regular on this coast. The anchorage is here very easy in 9 fathoms, a clay ground, and good shoalings, so that ships may lie in more or less depth at pleasure; but there is a flat or bank all along to the N. something similar to that on the African coast, which begins at Cape Corientes, in lat. 24 deg. S. and terminates at the Barras Vermulas, in lat. 16 deg. 20 min. S. but not near so large, within which ships may run almost all the way, and find many good places to anchor in, as well as to trade. See **BASSAS de PROCELLAS**.

MANDAR Islands, in the Azoph Sea, are three in number, one of which at least is known by the name of Mandar, are to the W. S. W. from Cape Galancheya, on the S. E. coast of that sea. To the S. E. from these islands is a road, with a narrow entrance into a bay or haven, that has a small island just within its mouth, known by the name of Aktar or Baktar Liman, from a river which falls into it.

MANDAVEA, one of the four sea ports of the principality of Cutch in the N. E.

part of the Arabian Sea or Indian Ocean. Another of these is Anjar; and for the temperature of the air here and nature of the climate, see **ANJAR**.

MANDOVA River, on the western coast of the peninsula of India, is one of those which form the island of Goa, an account of which has been there given. See **GOA** and **GUARI**.

MANDRIA Island, is a small and desert island of the Archipelago, that is surrounded with rocks, and situated between Sames and Lango, and gives name to the sea near it.

MANERE Island, a very small island of the Eastern Indian Ocean, near Machian, off the S. W. part of the island of Gilo-lo, in lat. about 20 min. S. and long. 126 deg. 20 min. E.

MANES Sand, on the W. coast of France, is about 2 miles to the E. from the island of Aix, which comes dry at low water.

MANFREDONIA, is a small city of Naples, on the bay of its name in the gulf of Venice, having a harbour, about 10 miles to the E. from the city of Venice, in lat. 41 deg. 32 min. N. and long. 16 deg. 41 min. E.

MANFREDONIA Bay, is a large bay of the gulf of Venice, which is sometimes called the Gulf of Manfredonia, on the N. E. coast of Italy; at the western part of it is the port town of its name, to the northward of Trani. See **ANGELO Monte**.

MANGAHELLY, on the coast of the island of Madagascar, in the Indian Ocean, is at the bottom of the indraught of Astada, which lies in at N. by E. and S. by W. has a road, and its land rises easterly and westerly, being a kind of island that is surrounded by the tide at high water. There is here a headland on an island, and an entrance behind it with a bay, being the road where ships usually lie that trade here; for there is good riding in an oozy sand in any depth from 5 to 30 fathoms. The tide rises 2 fathoms, so that a ship must not come into a less depth than from 8 to 9 fathoms at high water, where a good ship may ride boldly. The trading place is on the larboard side going in. The current sets in the direction of E. S. E. and W. N. W. Ciffy Island bears with the mouth of the entrance into this road of Mangahelly at S. E. by E. and N. W. by W. at the distance of 9 leagues. See **Nosse** and **Nossegumby** Island.

MANGALORE

MANGALÔRE, on the Malabar or western coast of the peninsula of India, is about 52 leagues to the N. of Calicut, and has a harbour, in lat. 13 deg. 12 min. N. and long. 75 deg. 10 min. E. Some accounts place this port in lat. 12 deg. 50 min. N. and long. 74 deg. 44 min. E. It has an excellent road for ships to anchor in, while the rainy season lasts.

MANGEEA Island, an island of the South Pacific Ocean, in lat. 21 deg. 57 min. S. and long. 153 deg. 7 min. W. It is about 5 leagues in circumference, and is well inhabited, but is entirely surrounded by coral rocks, on the outside of which the sea is every where unfathomable. Though it is only of a moderate and pretty equal height, it can be seen in clear weather to the distance of 10 leagues.

MANGENELLE Bay, on the E. side of the island of St. Christopher's or St. Kitt's, in the W. Indies, is near the S. part of the island, and a small bay on the Isthmus of that island, to the N. of Sandhill Bay. The coast here is for the most part rocky.

MANGERA Island is one of the two islands in the gulf of Amapalla. See **AMAPALLA**.

MANGESES River, is a river of Russia, which has its rise in Siberia, and directs its course to the N. until it falls into the Brazen Ocean to the westward of the river Ob.

MANGOO Road, on the W. coast of Africa. See **DEVIL'S HILL**.

MANGROVE River, in Mercury Bay, in the northern island of New Zealand, in the South Pacific Ocean, is a large river which discharges its waters at the head of that bay, and is wider at 4 or 5 miles within than at the entrance. For 2 or 3 miles up, as well as at the entrance, there is good anchorage in 4 or 5 fathoms, and convenient places for laying vessels on shore. At spring tides the water rises and falls about 7 feet. If a ship should find it necessary to continue here for any time in order to repair, a high point or peninsula projects into the river, on which tents might be erected, and the situation rendered impregnable to the whole country. A branch of this river, called Oyſter River, produces as good oysters as those of Colchester. There is 3 fathoms in the entrance to this river of Mangrove, but the passage between the point of land and the N. W. coast of the

main is very narrow, though it widens within, and contains several islands.

Ilſa, or Island de **MANGUAS**, is a small island at the mouth of a small bay, having good anchorage behind it, a little to the N. W. of Point Luena on the coast of Brazil, and one of the places noted from Point Negro to Point Luena, a distance of 20 Dutch leagues in the direction of S. E.

MANGUSHLAK, is a town of Turcomania, situated on the western coast of the Caspian Sea, about 37 miles to the S. W. from Astracan. It has a considerable commerce, and is in lat. 44 deg. 45 min. and in long. 45 deg. 43 min. E.

MANHAN, in the island of Formosa, in the Chinese or Eastern Indian Ocean, is in lat. 23 deg. 30 min. N. and long. 121 deg. 10 min. E.

MANICA River, is a river of the S. E. coast of Africa, so called, which rises in the western part of the country of Tierra de Natal, and first runs S. but afterwards E. and in that direction falls into the Indian Ocean, to the N. E. from the Cape of Good Hope, not far distant from the S. end of the channel of Moſambique. Its mouth is in lat. 23 deg. 31 min. S. and long. 31 deg. 57 min. E.

Cape MANIFOLD, on the N. E. coast of New Holland, the N. N. W. point of Keppel's Bay, is in lat. 22 deg. 43 min. S. and about 17 leagues at N. 26 deg. W. from Cape Capricorn. Many high hills appear over the cape, from which the land trends to N. N. W. and it is known by its high islands and by 3 islands off it, one of which is near the shore, but the two others are off at sea 8 miles, and known by the name of the Two Brothers. One of these is flat and low, but the other is high and round.

MANIGARO River, on the coast of Madagascar Island, is a very considerable river close beyond that of New Mafſe-leige. Its opening is 2 leagues wide, and it shews by the rippling of the water as if it were barred; but if it be so, there is at least from 6 to 7 fathoms upon it, and from 8 to 12 fathoms when a ship is within the river, and at 3 leagues up there is not less than from 7 to 8 fathoms.

MANILLA, the city or principal town of the island of Luconia, the chief of the Philippine islands in the North Pacific Ocean, frequently also called the Island of Manilla

Manilla from the city of its name. Its harbour is capable of containing several hundred ships, which is strongly defended, and is a place of great trade. Into this port, so well situated are these islands between the countries of Asia and America, is imported silver from Mexico and Peru in America, diamonds from Golconda in India, and silks, tea, Japan, and China ware, with gold dust, from China and Japan. Two large ships sail annually to Acapulco in Mexico, whence they return loaded with silver, by which the merchants gain 400 per cent. The river which makes the port of Manilla is very large, when considered with respect to the extent of the island. It issues from a lake called Bahi, and falls into the sea at Cavito, a small but well fortified town, which is the port for great ships to Manilla, and the place where vessels of burden lie. Pilots are to be had there for the port itself, as well as for the strait, and for all the rest of the islands; besides which there is a very good haven, capable of receiving 500 sail of stout ships. See PHILIPPINES. It is in lat. 14 deg. 36 min. N. and long. 120 deg. 53 min. E.

MANILLA Strait, is the passage between the S. E. end of the island of Luzonia or Manilla, and the N. W. end of the island of Samar, in the direction of N. E. and S. W. It is from 3 to 4 leagues broad, and is from 30 to 50 fathoms deep.

MANIMAN Bay, near the N. W. end of the island, is a little to the S. W. of Honda Bay; but the neighbourhood of the Havannah renders every other bay or harbour on this part of the coast useless.

MANINGAPATAM, is a town of Asia in the East Indies, on the Coromandel coast of the hither peninsula, near 9 leagues to the N. E. of Brampore, in that part called the kingdom of Golconda.

MANINGTREE River. See HARWICH, or STOUR River.

MANKIER's Rocks, another name for GRELET's Rocks, to the southward of the island of Jersey in the English channel, and in the fairway of the line to St. Maloes. See GRELET's Rocks.

MANLO, on the western coast of the hither peninsula of India, is 40 leagues to the southward of Bombay Island, and a sea port.

MANMUSEN Passage, or MAUMUSON,

on the W. coast of France. See MAUMUSON.

MANNARE. See MANAR, or MANARE.

MANNECK Pore, or MANECK Pore, in the river Hughly in the East Indies, is near Little Tanna Point in the Great Tanna Reach. See TANNA.

MANOES shoal or Reef, at N. N. E. from Madras or Fort St. George in the East Indies, on the coast of Coromandel. See MADRAS.

MANOPOLI, on the N. E. coast of Italy, in the kingdom of Naples, on the Adriatic Sea or gulf of Venice, is N. W. from Brundisium, and nearly due N. from Tarentum, at the bottom of the gulf of that name, at the S. E. end of Italy.

MANPINGO. See MENTPINGO.

Old MAN's Bay, one of the bays on the S. coast of Newfoundland so called, between Point de la Hune and Cape Ray, and consequently towards the S. W. point of the island.

MANSANILHA Fort, one of the two forts on the main land for the protection of the harbour of Carthagena on the Spanish main, on the N. coast of South America, and the most westerly of the two. As these lie on the very best of the channel, they not only serve as guards to the entrance, but as guides to it.

MANSAPA, in the Eastern Indian Ocean, is in the gulf of Siam, on the eastern shore, in lat. 12 deg. 20 min. N. and long. 101 deg. 25 min. E.

MANSEL Island, in Hudson's Bay, is to the W. of Digges's Islands at the N. end, and extends a degree to the southward from that parallel of lat. See DIGGES.

Fort MANSERA, a battery so called, belonging to the port of Baldivia on the coast of Chili, on the Pacific Ocean, in South America. See BALDIVIA and Port CORRAL.

MANSFIELD Island, a small island so called in the mouth of Hudson's bay, in the N. part of North America. Its N. end is in lat. 62 deg. 40 min. N. and long. 78 deg. 0 min. W. and the S. end is in lat. 61 deg. 35 min. N. and long. 81 deg. 30 min. E.

MANSIA Island, on the E. coast of Africa, is in lat. 8 deg. 36 min. S. and long. 40 deg. 40 min. E.

MANTA Port and Harbour, on the coast of Peru, and on the South Pacific Ocean, is in the midway between Cape

Lorenzo

Lorenzo and the bay of Caraccas, and about 8 leagues at E. N. E. from the former. About the midway also between Cape Lorenzo and Manta, there shoots out a point, off which lies a rock, and some shoals without the rock; these must be carefully avoided. To go into the harbour of Manta requires considerable caution, and the lead and line must be kept going, on account of a shoal which lies just at the entrance. A small mountain, that is called La Sierillo de Cruze, or Little Hill of the Cross, which will be seen before a ship, must be brought to bear over the end of the town; and this mark will keep a ship clear of the shoal, and, by keeping the church at S. W. there is anchorage any where in 7 fathoms. The land falls low, it is to be observed, on the S. W. from this harbour; and to the northward of it about 2 leagues, is a low point called El Punta de Cames, which is very dangerous, and must have a good birth to go round it.

MANU Island, on the coast of Germany, is to the southward of Rypen Deep, where pilots are usually taken for the several channels on this part of the coast, which lies out flat far off; and, after making the signal, ships may ride within the Gore sand till they come off. There is good riding within the island in from 6 to 7 fathoms.

MANUA Island, in the South Pacific Ocean, being the same with Bird Island, is three days sail at N. E. from the island of Oheteroa; by which distance, as we have elsewhere explained, is meant three days and two nights, at about 7 miles an hour. See BIRD Island.

MANURY Bay, on the S. coast of the island of Jamaica, to the N. W. of the Pitch of Portland, or S. point of the island, is in the parish of Vere, a small part of which comes down to the coast, and affords a very good road for shipping.

MAPALA. See AMAPALLA.

MARABUT, or MIRAHUT Cape, on the N. coast of Africa, in the Mediterranean, is 8 leagues at E. N. E. and E. by N. from Point Negro, and 15 leagues at W. N. W. and E. S. E. with the island of Galitta. Point Guardia is also distant from this cape 7 leagues at E. by S.

MARACA Island, on the coast of French Guinea, is to the N. W. from the N. cape, and N. from the W. part of the island of Corpori, on which the N. cape is situated, and both to the N. from the River Arrowary. It is in lat. 2 deg. 10

min. N. and long. 50 deg. and a half W.

MARACAIBO Lake, is an inland gulf of the country called Terra Firma, on the N. coast of the Spanish main or South America, within the gulf of Venezuela. It lies nearly due N. and S. being in length about 200 miles, and about 100 in breadth in the broadest part. The port town of its name, from whence the lake receives its denomination, is on the W. side, in lat. 10 deg. 45 min. N. and long. 70 deg. 45 min. W. and the entrance to the lake is defended by several forts of great strength.

Notwithstanding the many rivers which this lake receives, yet the tide that flows into it renders the water brackish. Its navigation, however, is greatly impeded by the islands at the entrance, so that small vessels only of from 25 to 30 tons come up to the town; but in these it carries on a good trade in manufactures and merchandise from places near the lake, which are afterwards put on board Spanish vessels that come hither to procure them. Vessels are also built here that trade all over America and even into Spain, as it is very commodious for that employment. The inhabitants carry on a good trade, by the navigation of this lake, with those of New Granada.

MARACAPANA Bay, is to the westward of the bay or gulf of Comana or Cumana on the coast of Terra Firma, which has good ground to anchor in, and is the best secured of any place on this part of the coast.

MARAGNAN, is a province of Brazil in South America, comprehending a fertile and populous island of 112 miles in circuit. The town is not large, but strong, and has a castle and a harbour, in lat. 1 deg. 20 min. S. and long. 54 deg. 55 min. W. We cannot tell how to reconcile this account of situation with the best maps and charts; as we are strongly inclined to believe, that it may be meant for Maranhao, in long. about 45 deg. 55 min. W. and not very greatly differing in lat. See MARANHAO Island.

MARANELLA, or MAYAGUANA Island, one of the Bahamas so called in the West Indies. It is otherwise called a Reef, the N. part of which is in lat. 27 deg. 45 min. N. and long. 79 deg. 48 min. W.

MARANHAO Gulf, is a deep bay so called on the N. E. coast of Brazil, which is full of an infinite number of small islands, the channels of which will not

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admit of description, being set so thick on the E. part that they spoil all navigation, except for canoes and small boats in which they pass from one to another. This gulf is in breadth from Point Cuma on the W. in lat. 2 deg. S. and long. 45 deg. 35 min. W. to Cape des Arbres Sec, or Cape of dry Trees, on the E. in lat. 2 deg. 12 min. S. and long. 45 deg. W. about 15 leagues. The island of its name is situated in the W. part of the bay.

MARANHAO Island on the N. E. coast of Brazil, is at N. E. from the mouth of the river so called, and is large and commodiously situated for navigation. On its W. side is an excellent harbour, being a mere inlet of the sea, without any river falling into it, and about 5 leagues long and 2 broad. The city lies on the S. side of the harbour, and has a very considerable trade, especially for rice and tobacco; and the harbour is perfectly secure, with good ground, and clean from rocks or shoals, in which ships may ride, having from 8 to 10 fathoms water, with a head fast on shore just under the citadel. The entrance into it lies in double, as there is a triangular shoal in the mouth of the passage, on the N. and S. sides of which there is a channel; that on the N. being under the cannon of Fort St. Philip, and the other on the S. under the command of the citadel. Opposite to this harbour is the mouth of Maranhao River, the mouth of which passes between this island and the main, and forms a very good road for ships of the greatest burden.

MARAPONI Island on the coast of Madagascar, in the Indian Ocean, is about half a league from the shore, and has some flats about it which are under water at high tide, but dry at the ebb. They may be seen when a ship is but a mile to the E. from it, where it will have from 9 to 11 fathoms. There is a large bank of sand at N. W. half N. from this island, which lies in lat. 15 deg. 40 min. S. and it has the river of its name to the E. New Mafseleige is also to the N. E. from it, with Manigaro.

MARAPONI River, an opening on the coast of Madagascar, to the eastward of the island of its name, where some English ships trade for provisions and salt.

MARASYLA or MARSILO Road, at the S. W. angle of the island of Madeira, the first of the Canary Islands from the northward, in the North Atlantic Ocean,

has good anchorage in 16 or 18 fathoms, more or less, according to the distance from shore.

MARAYCABO. See MARACAIBO.

MARAZION, otherwise called MARKET-JEW, in the bottom of Mount's Bay in Cornwall, has a harbour, but it is neither commodious nor safe. It is nearly opposite to Mount St. Michael, on its N. E. It is in lat. 50 deg. 12 min. N. and long. 5 deg. 30 min. W.

MARBELALA or MÖRBERILLE, to the westward of the island of Pelee, near the E. entrance of the road of Cherburgh on the N. coast of France, is a tide haven, before which, on both sides, are 4 or 5 high rocks; between these at high water vessels may run into the haven, being about 2 leagues to the E. of Cape la Hague. It has full sea on spring tide days at a quarter past 11 o'clock.

MARBELLE, on the coast of Spain in the Mediterranean, is to the N. E. from Gibraltar, nearly at midway along by the shore to Malaga, and about 10 leagues from each, having a projecting bluff headland to the eastward of it, and anchorage in the road in from 12 to 9 fathoms or less.

MARBLE Head, is a town of Massachusetts in New England, on the coast of North America, in the N. W. part of Massachusetts Bay, at S. W. by S. from Cape Ann. It is 4 miles only to the N. of Salem, and has a small harbour, but a rocky shore, and carries on an extensive fishery.

MARBLE Island, near the W. shore of Hudson's Bay, in the opening of the N. branch of it called the Welcome Sea, is before Rankin Inlet, and at W. N. W. nearly from Cape Southampton, the S. E. point of that sea. Cape Jalabert, the N. E. point of that inlet, projects considerably out to the eastward, and will probably be discovered by a ship from the S. S. E. before this island.

MARCA Island, a small island in the gulf of Venice so named, about 5 miles from Ragusa, but now in ruins.

MARCELLA, on the coast of Sicily, is 4 leagues from Trapano, at the W. end of the island towards Mazara on the S. from which it is distant about 6 leagues.

St. MARCO Point, on the island of Sardinia in the Mediterranean, is S. by E. 3 leagues from Costa di Dona, and N. by E. 10 leagues from the island of St. Pedro. It is on the W. coast near the middle, and about it to the southward

ward easterly is the gulf of Oristan, in which is anchorage in a moderate depth of water. To the N. W. of this cape is an island off the shore, with some rocks and a bank running from it to the S. and S. W. but there is anchorage due E. of the island, taking care in coming to it not to keep to the W. either of the N. or S. of that part of the island, as it is foul off both ways, for near a league to the northward, and for more than 2 leagues to the southward.

St. MARCUS Bay, on the N. coast of Spain, is about a league to the westward of Viverus, and 3 leagues to the eastward of the Caryns River. It is but a small town, and the bay has anchorage in 7 or 8 fathoms, where ships often wait in S. S. W. and W. winds. Cape Ortegál is 5 leagues farther from Caryns at N. W. by W.

MARDA Point, in the sea of Marmora, in the straits of Constantinople, is 10 leagues at E. by N. from the N. side of Marmora Island. It does not reach out very far, and has good anchorage to the eastward of it; and may be known by a great white spot on the land about a mile to the E. from it.

MARDIKÉ, is a village of Flanders, about 4 miles to the E. of Dunkirk, with a harbour on the sea, in lat. 51 deg. 12 min. N. and long. 2 deg. 26 min. E.

MAREEKAN Island in the North Pacific Ocean, is one of the Kurile Islands so called, on the N. E. side of which there is said to be a harbour, and the only one belonging to the Kurile Islands, according to the accounts of the Russian charts.

MARDOU Island, on the coast of Norway, in the Sound, is in lat. 58 deg. 14 min. N. and long. 8 deg. 55 min. E.

MAREES Bay, on the North coast of France, is to the W. of Querqueville Point, to the westward of Cherburgh, having the point of Naqueville for its N. W. limit.

MAREMBAYA Island, on the S. E. coast of Brazil in South America, is to the westward of the entrance of the Janeiro River, not far from the coast, between Gavea Point and the Ilha Grande. See *Ilha GRANDE*.

MARENNES, on the W. coast of France, nearly opposite to the S. E. end of Oleron Island. It is near the sea, and is remarkable for the green finned oysters that are found near the coast, and the

salt which it exports; and is in lat. 46 deg. 15 min. N. and long. 49 min. W.

MARETIMO Island near the island of Sicily in the Mediterranean, on its western coast, is about 10 miles in circumference, and produces a great deal of honey. It is situated in lat. 38 deg. 5 min. N. and long. 12 deg. 35 min. E.

St. MARGARET de Amene, on the coast of the Levant, by the seamen called *St. PEG's*, is another name for Cape Carmel. See *Cape CARMEL*.

St. MARGARET's, at Cliff, a town of the county of Kent, with a bay 3 miles and a half to the N. E. from the town of Dover.

St. MARGARET's Bay, near the S. E. part of Ireland, is about 2 leagues at N. by W. from the Tuskar Rock, and to the N. E. of the bay about half a league is Grenore Point, and a league on the other side from Carnaroot Point, keeping a small offing from the shore, on account of several rocks and foul ground that lie near the land. A good mark is to keep so far out that the double land within the cliffs may always appear, as it is dangerous to come nearer the shore. When a ship is off this bay, bring a large house which stands on the inner lands into one with the mill that may be seen on the inside; and in going for the bay, observe some rocks at midway above water, on either side of which a ship may pass as the wind serves, but there is also a sunken rock called Colyack, which comes dry at low water, off the bay about 2 miles to the S. S. E. that must be carefully avoided. It is safest in coming from Carnaroot Point to go without this rock, which may be done by keeping the Truncheon and the smallest island of the Saltees one in another; but the mark of the Truncheon with the great island of Saltees is right upon the rock. Or it may be passed on the northward, by keeping the Truncheon well open to the southward of the Great Saltees, without danger; but as by this course it will be necessary to pay a particular attention to wind and tide, it will always be deemed prudent to keep without it.

St. MARGARET's River, on the N. shore of the river of St. Lawrence, is about 7 or 8 leagues at W. by S. from Trinity Point towards Tadoussac Port, the coast having several inlets between them.

MARGARETTA or **MARGARITTA** Island, one of the largest islands of those named Leeward Islands, off the coast of Terra Firma, on the N. part of South America, about 23 leagues to the westward from Paria. It is about 50 miles in length and 24 in breadth, producing Indian corn and tropical fruits, but has very little wood or water. It is to the southward of Cubagua and Coetza Islands, and in lat. 10 deg. 46 min. N. and long. 63 deg. 22 min. W. In making the island the main or continent will be discovered at the same time. The island of Tortugas or Turtle Island lies on the W. end of it, and on the inside of the island there is a bay with good anchorage, though the coast is very seldom resorted to by shipping. There are many small islands at the E. end of it, between it and the island of Testigos, 7 or 8 together, but of no moment, except to give notice of them in order to avoid them. Due N. from its W. end, and without all the other islands mentioned is Blanco Island.

Cape MARGARI. See **MAGUARI.**

MARGATE, is a town of the county of Kent, on the S. shore of the River Thames, and the N. side of the island of Thanet, not far from the North Foreland. It is noted for shipping vast quantities of corn for London. It is situated within a small bay in the breach of the cliff, where there is a gate to the sea, from which it derives its name. A ledge of rocks lies off it at E. S. E. into the sea, thwart of the mouth of the pier, from the cliff to the westward. To go in, therefore, if the wind be westerly, be very careful to get clear of these rocks, before a ship is luffed up to stand in for the pier; and if the wind be easterly, a ship may pass along by the beacons on the E. rock. To turn up in the night between Margate Sand and the main, by plying the lead there will be found two middle grounds; and on that nearest to the shore there will be 5 fathoms and 5 fathoms and a half, and 6, 7, and 8 fathoms to the southward of it, but 8, 9, or 10, as the tide is high without the inner middle ground. When it comes to shoal again, it will be on the sand within the inner middle ground.

To ride in the road, bring the mill and steeple one in another, and anchor from the shore to any distance at pleasure. The best of the road is to bring

Margate church on the pier head, in 8 or 9 fathoms. The course up to the hook of the sand will be at W. or at W. by N. or W. by S. according as the wind favours; and the best anchorage in Westgate Bay is to bring a mill upon a house in the middle of that bay, which is a good mark for the Hook. From Cliff End above Birchington to Margate are several shoals that must be taken care of in turning up and down, especially at high water, coming no nearer than 6 fathoms near Margate, and from Westgate Bay upwards than 5 fathoms. The sands below Margate, which run off in spits from the shore, northward of the North Foreland, will be avoided by keeping the top of Margate steeple open above the land, about a man's height, and Fairness and Whiteness on the E. side of the Foreland. The course will be at E. or E. by N. keeping in 7 or 8 fathoms on account of the spit of Fairness which runs far out; and with the mark of the church above the land a ship may sail round the Foreland towards the Downs. The lat. of Margate is 51 deg. 25 min. N. and long. 1 deg. 15 min. E. and it has high water on full and change days at 11 o'clock.

MARGATE Sand, forms the N. side of the channel of Margate Roads, before Margate and Westgate Bay. The E. end of the sand bears N. half a point westerly from Margate church at the distance of 4 miles, the greatest part of which is dry at low water; and the mark to go clear of the E. end of it, is to bring Margate steeple and the windmill in one. There is a depth at the E. end of this sand, and so upwards, in 9, 8, 7, 6, and 5 fathoms in turning up or down along it. Or, the mark for the E. end of the sand is to get Margate church on Margate Hill; but to go clear of it, keep the church a cable's length open to the cliff that is to the eastward of the town, and then go about and stand towards the town into 7 fathoms. Come no nearer to the sand than 3 fathoms near the spit, nor than 5 fathoms farther to the eastward.

MARGET'S Bay, on the coast of Nova Scotia in North America, is to the S. W. of Prospect Harbour, and 4 leagues to the N. E. from Cape Dove, being the limit of a bay on that part, near the W. entrance of which is an island.

MARGHI, on the W. coast of Siam, and

and the eastern shore of the bay of Bengal in the E. Indies, is in lat. 11 deg. 59 min. N. and long. 97 deg. 10 min. E.

St. MARGUERITE Island, one of the two islands near the S. coast of France, at the distance of 3 leagues from Antibes. St. Honorat is the other. See ST. HONORAT.

MARGUERITE Sand, on the W. coast of France, the W. end of which is to the southward of Point Suiaç, within the river of Bourdeaux. The course of the river being here about N. N. E. this is consequently a very oblique direction; but the thwart mark on the larboard is the most northerly point of Royan Bay. To avoid it, keep nearest to the N. W. or larboard shore, going up, giving a small birth to the headlands, and ships may sail up without fear, as far as to Point Talmon, the next point beyond Suiaç, which will be known by the long range of windmills to the northward along shore from Suiaç. This sand lies at S. W. from the Chatillon Bank; on the N. of it also is another sand; but a ship will pass clear of it by keeping in the fairway, or not more easterly than the fairway, from the W. end of Marguerite Sand to Suiaç Point. The Marguerite Sand is about a league in length, and not far from the middle of the river, in the direction of N. W. and S. E.

MARHA Cape, on the S. coast of Arabia, in the Indian Ocean, or Arabian Sea, is in lat. 18 deg. 30 min. N. and long. 57 deg. 55 min. E.

MARIA Bay, of Tasman, is on the N. E. side of the island of Amsterdam, one of the groupe of Friendly Islands, in the South Pacific Ocean, for which see AMSTERDAM and TONGATABOO.

Cape Santa MARIA, on the S. coast of Portugal, is 20 leagues to the E. a little southerly from Cape St. Vincent. It forms the point of the entrance to Port Faro or Port Maria, and is a low sandy point running out into the sea, which cannot be seen farther than from 4 to 5 leagues off to seaward. The town of Faro lies upon the point under the hummock which is high and round, and a good mark for knowing the coast. If a ship is either to the eastward or westward of it, the hummock makes like an island, and to run in with the cape, get this hummock at N. by E. which will conduct a vessel a little to the eastward of the cape. Its lat. is 36 deg. 45 min. N. and long. 7 deg. 45 min. W. At

N. E. by E. from it lies Tavira at the distance of 6 leagues.

Cape St. MARIA, at the S. E. end of Italy, is the N. E. point of the entrance into the gulf of Tarentum, at the distance of 24 leagues in the direction of N. E. from the other point of the entrance or Cape Colonna, and about 3 leagues to the E. from Gallipoli, and 9 leagues to the S. from Cape Otranto, or the N. E. point of the whole peninsula of Italy. It is sometimes called *Cape St. MARIA de Lucia*, and is in lat. 39 deg. 45 min. N. and long. 18 deg. 55 min. E.

Cape St. MARIA, at the S. extremity of the coast of Brazil, on the E. coast of South America, and on the South Atlantic Ocean, is at the very point of the opening of the river of Plata, in lat. 35 deg. S. and long. 55 deg. 13 min. W. There is a very good road under the cape, a little to the westward of the pitch of the shore for northerly and westerly winds in from 10 to 12 fathoms, opposite to the island of Lobos.

Cape MARIA van Diemen, on the coast of New Zealand, is the N. W. point of the northernmost island of New Zealand in the South Pacific Ocean, in lat. 34 deg. 30 min. S. and long. 172 deg. 42 min. E. from whence the land trends to the S. E. by S. and S. E. beyond Mount Camel, and every where a barren shore.

Fortaleza or Fort de Santa MARIA, on the N. coast of Brazil, is on the E. coast of the channel or strait of Tapary or Tapyroza, to go within the island of Maranhao, in the gulf so called. See MARANHÃO.

Santa MARIA Island, one of the Azores or western islands in the North Atlantic Ocean, containing about 5000 inhabitants. It is the most southerly of all that groupe of islands, and is about 12 miles in circuit; and so naturally fortified by rocks, that a garrison is rendered unnecessary. See AZORES. It is 12 leagues to the S. from the E. end of St. Michael's, and is the same with what is sometimes called St. MALOES. Its lat. is 36 deg. 57 min. N. and long. 25 deg. 9 min. W.

MARIA Island, in the South Atlantic Ocean, is in lat. 20 deg. 0 min. S. and long. 18 deg. 45 min. W.

MARIA, or Santa MARIA Island to the E. of Africa, in the Indian Ocean, is about 5 miles from the coast of Madagascar

gascair Island, and is 27 miles in length and 5 in breadth. It is well watered within, and surrounded by rocks without; but is seldom visited by ships, though it is inhabited by 500 or 600 negroes.

St. MARIA Island, on the coast of Chili in South America, and on the South Pacific Ocean, is 20 leagues to the N. N. E. from the River Imperial, having Tucapel in the midway between them, at the distance of 10 leagues. But along the coast of a bay, it is 14 leagues, taking Porto Carnero in the way, which is 4 leagues from Tucapel, and from Porto Carnero to this island it is 10 leagues more. It lies opposite to, or in the very mouth of the bay of Lavapie. Under the island on the side next to the main it is good anchoring ground. Tacalguama Port is 11 leagues to the N. E. from this island; otherwise called the haven of Conception, of which this is the nearest point. Its lat. is about 37 deg. S. being very fertile and the climate temperate. A shoal runs out to seaward from the off or W. side of the island, to the distance nearly of half a league, of which it is necessary to be very cautious.

Los Tres MARIAS, or the Three Marias, are 3 islands so called near the W. coast of Mexico, to the N. W. from Cape Corientes. They are about 14 leagues at N. W. by W. from the rocks of Pontequé, which lie off from Point Pontequé; this last is 10 leagues at N. by E. from the cape. See *PONTEQUE*. The Island Baxa, or Low Island, is contiguous to the Three Marias on the N. E. and near it a white round rock; and they lie with each other in the direction of N. W. and S. E. about 14 leagues, and are in lat. about 21 deg. 40 min. N. The middlemost of them is called Prince George's Island, and has anchorage off the E. side. One of our celebrated voyagers was greatly relieved of a dropsy here, by burying himself up to the neck in hot sand for half an hour, which was productive of a profuse perspiration; after which he was wrapped up, and put to bed in a tent. The largest of these islands is about 5 leagues long, the middle island about 3, and the smallest not quite 2 leagues. They abound with pigeons, doves, parrots, hares, guanoes, and racoons; these are boldly ill-natured, and snarl like dogs.

MARIA'S Islands, near the S. part of the coast of New Holland, a little to the N. E. from Tasman's Head and the S. cape, or the extremity of that extensive land, and called Van Diemen's Land. Adventure Bay is to the W. of them; and they serve as breakers to the sea from a N. E. wind, and thereby prove a protection to that bay, the only wind to which it is exposed. When Maria's islands, at the S. end, bear at E. 13 deg. and a half N. this is one of the marks for anchoring in Adventure Bay. Though this island is 5 or 6 leagues off, yet it is sufficiently extensive to shut in both points of the bay to a ship at anchor, a mile every way from the shore. See *ADVENTURE* Bay.

Port St. MARIA, is a creek, or river port, on the S. W. coast of Spain, on the North Atlantic Ocean, a little round the W. point of Guadalquivir River, on the N. W. shore. The directions for going in are the same as for Ayamonte, till a ship is off the point of the main land between the two rivers, when this port lies up the N. W. branch, as Ayamonte lies over to the E. N. E. on the opposite shore of the eastern branch of the river. See *FARO*.

St. MARIA Port, is a town of Andalusia in Spain, in the N. part of the bay of Cadiz, and about 6 leagues distant only from that city, on the W. side of the River Guadaleto. After passing the Diamond Rock from the westward, bear up to the N. E. within Point St. Catherine, keeping a small distance from the shore to the very entrance of the river, where there is only 9 feet at low water, and only 6 higher up before you come to the town. Its lat. is 36 deg. 39 min. N. and long. 6 deg. 6 min. W.

St. MARIA River, on the eastern coast of Africa, falls into the Indian Ocean, to the northward from Cape Corientes, forming a large bay at its mouth. It is within the Vermulas Shoal, which lies off along this coast from lat. 24 deg. to 16 deg. 20 min. S. and as the coast here trends in, the shoal off this river is 8 leagues wide, and makes a kind of bay. See *CORIENTES* and *VERMULAS*.

St. MARIA River, in the gulf of Panama, on the S. side of the isthmus that connects N. and S. America. It falls into the bottom of the gulf of St. Michael, within that more extensive inlet of the coast, where it has a considerable town of the

the same name at the mouth of the river. This river is navigable, and the largest of the waters which discharge their contents into the gulf. In the dry season, which holds for 3 months, gold dust is gathered in the rivers. It is in lat. 7 deg. 43 min. N. and long. 78 deg. 12 min. W.

Santa MARIA GALVES Bay, otherwise called *Agia River*. See *AGIA*.

N. B. Those names of places which are not found under *Maria*, will be met with under *Marie* or *Mary*.

MARIAN Islands. See *LADRONES*.

MARICARVO Island, otherwise called *CARAVA*, or *GRAVO* in the Archipelago, for which see *CARAVA*.

Cape MARIE, to the southward of the *Darlanelles* on the coast of Asia, is a little easterly from *Cape Bababera*, and nearly N. from the island of *Mitylene*. It is the inner N. point of the opening of a bay or gulf on that coast, within *Mitylene* Island, in which some small islands are dispersed. See *BABABERA*.

MARIEGALANTE. See *MARIGALANTE*.

MARIEL Harbour, about 7 leagues to leeward of the *Havannah*, on the coast of *Cuba* Island, in the West Indies, a port which afforded protection and security to the English men of war and transports at the time of taking the *Havannah* in the year 1762.

MARIGALANTE Island, a very small island of the West Indies, and one of those called *Caribbee* islands, at a little distance from *Guadaloupe*, not more than 5 or 6 leagues, is about 4 leagues and a half from N. to S. and about 3 from E. to W. *Basseterre* on the S. is the principal fort for its defence; but more than one half of its surface consists of barren mountains. Its lat. is 15 deg. 55 min. N. and long. 61 deg. 11 min. W. It is said to be rocky and dangerous, and that many of the rocks about it are under water, but that it has a fair strand on the W. side, and that in several places is good anchorage.

MARIGNAN, on the N. coast of *Brazil* in South America, on the South Atlantic Ocean, has a harbour at the mouth of the river *St. Mary*, about 164 leagues to the N. W. from *Cape Rocque*, in lat. 2 deg. 27 min. S. and long. 44 deg. 36 min. W. It appears from the situation to be meant for the same place as we have already noted under *Maranhao*. See *MARANHAO*.

MARIGUES, a track of coast so called by the Spaniards, near the mouth of the river *Amazon*, on the coast of *Brazil* in S. America, which lies nearly under the equator.

Point MARIN, in the island of *Martinico*, in the W. Indies, is the N. point of *St. Anne's Bay*, near the S. E. part of that island and the entrance into *Marin Harbour*, which makes this extremity a kind of peninsula. See *St. ANNE's Bay*.

Port MARIN, on the E. side of the island of *Martinico*, in the West Indies, has the point of its name for its S. limit or entrance.

MARINAL Cape, on the Spanish or N. shore of the straits of *Gibraltar*, is about E. S. E. from *Cape Trafalgar*, and W. N. W. from *Tariff*, and a projecting point nearly at midway between them. It is rocky at the point, but round the W. point, off some small bays, is anchorage in 6 and 7 fathoms at a moderate distance from the shore, on each side of the second tower from the point, under shelter from the E. or Levant winds, but open to the W. and S.

MARINDUQUE Island, one of the *Philippine* Islands in the eastern Indian Ocean, is a high and elevated land, at the distance of 15 leagues from *Manilla*, and is 18 leagues in compass, and about 6 or 7 distant from *Mindora* Island.

St. MARINELLE, on the coast of Italy in the Mediterranean, is to the eastward of *Civita Vecchia*, and in the N. W. point of a bay which is there formed by the trending of the coast. Off the point of the bay near *Marinelle* there is anchorage against N. and N. W. winds, but open to the W. and S. It is nearly in the direction of N. W. from the mouth of the *Tiber* River.

MARION's Islands, in the southern Indian Ocean, are said to be the same as *Prince Edward's* Islands, which are in lat. 46 deg. 53 min. S. and long. 37 deg. 46 min. E. They are 4 in number, and are called by this name. *Crozet's* Islands are to the eastward of them.

MARIPOROUGH. See *CAYBOROUGH*.

MARITIMO. See *MARETIMO*.

St. MARK's Bay, at the W. end of the island of *St. Domingo* in the West Indies, is to the northward of *Gonave* Island, and has a town of its name at the bottom of the bay. It appears to be well situated for commerce, being nearly at an equal distance from the N. W. point of the

the island or Cape St. Nicholas, the E. point of the windward passage, and the long peninsula to the southward, in the bottom of which nearly are Port au Prince, Leogane, and Petit Goave, all of them places of some importance.

St. MARK'S Cape, on the W. coast of the island of Sardinia in the Mediterranean, is the northernmost point of the bay of Oristan, which, with Cape Napoli on the S. that advances forward to meet it, forms almost a compact basin. See **St. MARCO Point**.

St. MARK'S Cape, on the W. end of the island of St. Domingo in the West Indies, is the S. point of St. Mark's Bay. See **St. MARK'S Bay**.

St. MARK'S Islands near the N. coast of France, are at the distance of 4 leagues and a half to the S. S. E. from Cape Barfleur, and 2 large leagues from the point of La Hogue at S. E. Ships that are well acquainted may sail round them, but it is not very clean, and there are two sand banks which lie along in the direction of N. W. and S. E. on each side of them, that sometimes come dry at low water.

MARKEN Island, in the Zuyder Zee, is a small island which lies before the town of Monnikedam, on each side of which the beach dries at low water. It is on the starboard side, not far from the opening of the channel from the Zuyder up to Amsterdam, the Muyer Sand being to the larboard, and stretching out from that coast.

MARKET JEW. See **MARAZION**.

MARMORA Island, in the straits of Constantinople, or passage of the Bosphorus, from the Archipelago to the Black Sea, is 10 or 11 leagues at E. by N. from Gallipoli, and about 3 leagues from Point Rodesto. A ship that sails at E. N. E. from Gallipoli will fall about a league to the northward of the island and about 2 leagues to the southward of the point; for the breadth of the channel between Rodesto and Marmora is about 3 leagues. Marmora is a high and short clump of land, about 30 miles in circumference, and one great rock of marble, being the highest island lying in the gulf or strait in coming from the westward, and appears in two hills, having a little low island to the northward and with 2 or 3 other islands to the southward, which are also low, and not large. This island is seen all the way in sailing from the castles of the Dardanelles

to Gallipoli, and while ships are to the westward or northward of Gallipoli, the city may be seen over it. There is a channel to the southward of Marmora between it and the low island, through which ships generally pass in the winter, because the winds then generally blow at S. and S. E. but in summer and good weather, the winds are more usually from the northward between Marmora and Rodesto. The ground is all clean between Marmora and the island to the southward of it; but great ships, and persons not very well acquainted with the channel, are advised to sail to the northward of Marmora, though the Italians commonly sail through on the southward between Marmora and the shore of Natolia, where there is good riding in many places, and shelter from all winds. It must not be forgotten, that there is a sunken rock about half way over from the E. end of Marmora towards that shore in the direction of S. E. by E. on which rock there is not more than from 8 to 10 feet water, it must be particularly attended to by all ships sailing on the southward of this island. From the N. side of Marmora, the point of Marda is about 10 leagues at E. by N. and Cape Stephano about 11 or 12 leagues nearly in the same direction. It is about 21 or 22 leagues to the S. W. from Constantinople, in lat. about 40 deg. 36 min. N. and long. 28 deg. 10 min. E.

MARMORA Sea or Gulf, is a name for the straits of Constantinople, situated between, and the limit to European and Asiatic Turkey. It was anciently called the **PROBONTIS**, and described as lying between the Hellespont or Dardanelles on the S. W. and the Bosphorus Thracius or sea of Constantinople to the N. E. By this means it communicates with the Archipelago or Egæan Sea in the former direction, and with the Euxine or Black Sea in the latter. Its length is about 40 leagues, and its breadth in some places 17 leagues, but in others much narrower.

MAROC, otherwise called **MOROCCO**, is up the river of Transit, which falls into Saffia Bay, on the W. coast of Africa, nearly due S. about 5 or 6 leagues from Cape Cantin.

MAROKOI or MOROTOI Island, one of the group which are known by the name of Sandwich Islands, is about 2 leagues and a half to the W. N. W. from

from Mowee Island, and has several bays on its S. and W. sides. They are in the N. Pacific Ocean, and the W. point of this island is in lat. 21 deg. 10 min. N. and long. 157 deg. 14 min. W. and the island is estimated to contain 36,000 inhabitants, most of these islands being well peopled. On its N. W. is Woahoo Island, distant about 7 leagues, and Ranai or Oranai, is about 3 leagues to the S. W. of the channel or passage between Morotoi and Mowee Islands.

MARQUESAS Islands, are a group of islands in the S. Pacific Ocean, usually called the Marquesas of Mendana, from the navigator of the name who discovered them in 1599. The most considerable of them are, St. Christina, La Dominica, and St. Pedro. The two former of them have been noticed, at the first of which Captain Cook lay for some time on his second voyage through this ocean, and gives this description of the island. Though it be high and steep, yet it has many valleys, which widen towards the sea, and are covered with fine forests to the summits of the interior mountains. On the S. side of the bay where he anchored, there rises a peak which is very craggy and inaccessible. All the N. side is a black burnt hill, of which the rock is vaulted along the sea shore, and the top clad to the very summit with a shrubbery of casuarinas. Their lat. is about 9 deg. 56 min. N. and long. 139 deg. W. and they have high water at half past 2 on full and change days. See CHRISTINA and LA DOMINICA.

Cape MARQUIS, the N. E. point of the island of St. Lucia, in the West Indies, is to the eastward of Esperance or Hope Bay on the N. end of the island, and nearly due S. from the Cal de Sac Marin at the S. end of the island of Martinico.

Port MARQUIS, on the W. coast of Mexico, is about a league to the E. of the harbour of Acapulco, and a very good harbour, and the place where the ships from Peru generally run in contraband goods. It is consequently on the starboard before ships begin to turn into the harbour of Acapulco. The shore is rocky on both sides of Port Marquis for about 2 leagues, and on both sides of the rocks are low lands and sandy shores. This is sometimes called Puerta Chico, or Little Port, and stretches out to the N. W. and S. E.

but the mouth of it lies E. S. E. and W. N. W. The harbour is safe and very deep, and there is 20 fathoms water within the bay; and it may be known by the high rocky land beyond it, and by a round hill next the sea. There are also some red and white stones, that appear as through a mist, somewhat higher, and opposite to the harbour, on the said hills. The landmarks must be particularly attended to, as the harbour lies up very close, and special care must be had not to miss the island of the harbour of Acapulco, and thereby overshoot these ports.

MARROUGH Cape or Point, on the S. W. coast of the island of Sumatra in the East Indies, is within three islands near the coast, off the point of Sumatra. It is near the entrance of the Straits of Sunda, when a ship in running down the coast from Bencoolen, after passing Sellabar point, and making a little island close to the main in lat. 6 deg. S. will see a round hill due E. on the main land of Sumatra. Keep that hill in sight till a ship is abreast of the three islands, when the hill will become due N. These 3 islands are about 4 leagues at E. S. E. from the above little island. Here the land on the water's edge is moderately low, but within the country it is exceeding high and mountainous; the depth of water also increases here, and there is not less than 54 fathoms close to the shore. But to the E. and W. of the 3 islands there is anchorage in 16 fathoms, and farther up when the round hill bears due N. there is 30 fathoms. The road of Marrough is within these islands, and ships that are bound to it may bear in boldly between the islands, because the channels are all good, in the direction of N. E. by E. quite to the main, and there will be from 20 to 30 fathoms, and no dangers but what are visible; the only caution necessary is, therefore, not to run up in the night. When a ship has thus got in with the main, the cape will be at E. N. E. 4 leagues; and by keeping on at E. S. E. it will come to the road, which lies along shore from the three islands, nearly to the S. point of Sumatra. By giving the shore a fair birth in this road, which extends for 3 or 4 leagues, and is very good, ships may anchor any where in from 10 to 12 fathoms, and procure refreshments from the shore.

MARROWINNI or **MORASAWINY** River, on the E. coast of S. America, is N. W. by W. from the bay of Amona at the distance of 16 leagues. It is a large and deep river, being 3 leagues wide at the opening. On its E. side are a great many small islands, supposed to have been first thrown up by the current; but the sett of the stream afterwards was in the mid channel, and rather inclining to the western shore. Several smaller rivers fall into this principal river among these islands, most of which are capable of carrying good ships, but there is no use for them. The main river is navigable far up into the country, to the distance of 50 leagues, having from 4 to 5 fathoms water all the way. The entrance to it is under either shore, rather than in the middle, where there are 2 islands directly in the mouth of it, and a bank of sand running out to seaward. Keep the lead and line in hand, and in passing on either side, come no nearer than from 4 to 3 fathoms; and there is anchorage on both sides in good hard clay ground.

MARSA SCALLA, is a bay near the E. angle of the island of Malta in the Mediterranean, from whence the land trends one way nearly due S. and the other to N. W. It is the most northerly of two small bays on this part of the coast, and near the N. point of the entrance is a small bank, that has only 12 feet upon it; it will therefore be necessary to give that point a little offing. There are some shoals which run off nearly E. into the sea to a good distance, from the S. point of the southernmost of these two small bays for almost a league.

MARSA SIROCCO, a bay at the S. E. end of the island of Malta, which has two parts, and is very spacious, having anchorage in the W. S. W. part in 23 and 22 fathoms, and in the eastern branch of the bay in 8 fathoms. In coming round the E. point, near which is a small island, there are no dangers but what are visible; but off the S. W. point, nearly S. from the bay, there is a bank or shoal that must be avoided, though there is a good channel between it and the point. There are two forts erected at the entrance of the bay or gulf, and one on the point of land which advances into the middle of the gulf.

See **MARZA**.

MARSALA, at the W. extremity of

the island of Sicily, in the Val di Mazara, near the promontory so called, in lat. 37 deg. 59 min. N. and long. 12 deg. 20 min. E.

MARSAQUIVER, in the Moorish language meaning the Great Castle, on the N. coast of Africa, to the eastward of Cape Falcon, and on the W. side of a wide bay which is there formed by the turning of the coast. Ships generally prefer riding under it, in from 9 to 11 fathoms, as it is well secured from any wind, and is an excellent road; whereas at Oran, about a league from it, on the opposite part of the bay, they are open to northerly winds. It is in lat. 36 deg. 8 min. N. and long. 0 deg. 10 min. W.

MARSDEEP, on the coast of Flanders, is about N. E. from Calais. The course from it is S. W. or S. W. by S. about 40 or 45 leagues, and then to edge over to the Flemish Bank into 20 or 18 fathoms; from whence a S. W. and S. W. by W. course, will lead to mid channel between Calais and Dover. The fairway between Marsdeep and the headland of Calais and Dover, has 23 and 24 fathoms. There is but from 18 to 20 fathoms a little without the Flemish Banks; but from 26 to 30 nearer to the Goodwin. It is another name for the channel going into the Texel roads round the point of the Helder.

MARSEILLES, is a city of the S. coast of France, situated at the foot of a rocky mountain on a fine bay of the Mediterranean. It has a spacious harbour, but is not deep enough for large men of war; and is about 5 leagues at N. W. from Toulon, in lat. 45 deg. 18 min. N. and long. 5 deg. 23 min. E. It is about 40 leagues to the N. E. from Cape Dragon, and the marks which point out the port are very singular. The bay in which it lies is round; and about a league and a half deep, and the two points of the gulf or bay lie E. by S. and W. by N. In the mouth of it, and a little more to the eastern point, lies a rock and rocky shoal, on which stands an old tower, which shews the fairway into the port; but the course steered may be to the one side or the other according to the wind. It is good ground, but particular care must be taken to go to windward of the rock and tower, for the channel is deep enough on either side, having no less than 20 fathoms.

To go in on the E. side of the tower, the

the course will be due N. to the city, for the port lies in the middle of the bay. There are 3 islands between the old tower and the city, near the middle of the course at N. E. of which the first is called Caga Stracia, the second is named Lilia, and the third, which is farther in, is called Castle Dito; and of these the two former lie close together. These islands make the course to Marseilles safe, and the roads easy; and there are clear channels between them all, and safe going in. There is also good anchorage under all of them, so that there are many roads to ride in before ships come up to the harbour. Under Caga Stracia there is shelter from all winds except between E. by S. and E. by N. Under Lilia, there is security against all winds, but from E. by S. and E. S. E. Also under Castle Dito, all but N. W. and S. W. and the points between, are secure. It is therefore easy, in case of stormy weather, to shift the road for every wind, and to be at all times entirely sheltered. But the best channel to the city is between the two first islands and the third; for though there is a passage between the third island and the main, it is very narrow, and not without some dangers, having in it a sunken rock, and 2 or 3 others above water. There is also good riding in the bottom of the bay, due E. and safe lying under the shore at S. E. from the city; from whence ships may run along shore, leaving two little islands that are in the way on the larboard side, in which channel, though narrow, is a depth of 5 fathoms.

When a ship is come up to the harbour, a road on the N. side affords anchorage in from 7 to 10 fathoms; and from thence an opportunity may be embraced for warping into the haven, in which the assistance of a pilot will be necessary. The port is commanded by several castles and forts, and ships must steer sometimes on one side and sometimes on the other, close under the guns of the forts, for which there are suitable marks to point out the channel. Cape Crusetta is the easterly point of the bay. There are very large magazines for timber and naval stores at this port.

MARSH Island. See SHUTE'S FOLLY Island.

MARSHFIELD Point, on the coast of N. America is on the W. shore of Cape Cod Bay, and about S. E. from Alderton point, at the entrance into Boston

Bay. It is about W. S. W. or a little more southerly from Cape Cod, and in lat. about 42 deg. 5 min. N. and long. about 70 deg. 7 min. W. Guinet Point, the next point to the S. is the N. limit or entrance into Plymouth Bay.

MARSILO. See MARASYLA.

MARSOCQUE, a large dry rock so called, on the coast of Peru, on the South Pacific Ocean, about a league and a half from the rock Maltesi, and about 2 leagues from the main. These two are called the rocks of GUARA, and MALTESI.

MARSOLACH. See ALBATER.

MARSTRAND Island, is a small and rocky island of Sweden, in the Cattergatte, to the N. W. from the mouth of the River Gotha, and deemed the Gibraltar of Sweden, on account of its strength. It has been declared a free port, the harbour being very secure and commodious, but of difficult entrance. The island is only about 2 miles in circumference, and its inhabitants are chiefly supported by the herring fishery, and by the number of ships that take refuge here in bad weather, as well as by carrying on a contraband trade. It is about 8 leagues N. W. from Gotheborg, and is in lat. 57 deg. 59 min. N. and long. 11 deg. 30 min. E.

MARTABAN, on the eastern shore of the bay of Bengal in the East Indies, is on the coast of Pegu, and only about 10 miles to the S. of it, having a harbour, in lat. 16 deg. 19 min. N. and long. 96 deg. 5 min. E.

MARTELO Cape, or S. point of Negropont, on the western shore of the Archipelago, is in lat. 38 deg. 7 min. N. and long. 24 deg. 58 min. E.

Alvara MARTEN'S Bay, on the S. coast of Africa, is E. S. E. from Cape Majumba, between 3 and 4 deg. of S. lat. Its N. and S. points make a very fine and fair sandy strand, and there are two villages on its S. side, near which is anchorage in from 3 to 6 fathoms and good ground. It is 10 or 11 leagues S. hence to Cape Sellage.

MARTEN Rock, is one of those rocks on the N. coast of France, that come dry at low water, and are about 4 or 5 miles to the S. W. by W. from the Seven Islands, and at the distance of two miles from the main. See LEJO.

St. MARTHA on the N. coast of S. America, to the eastward of Madalena River, has a harbour at the mouth of Guayra River, about 41 leagues to the

N. E. from Carthagena. This harbour is large, convenient, and safe; and the place had a considerable trade, with a valuable pearl fishery, which employed a great number of slaves. These are very expert in procuring the oysters, and some of them will remain under water for a quarter of an hour, and rise with a basket full. The town has lately much declined. Its lat. is 11 deg. 27 min. N. and long. 74 deg. 4 min. W. The bay is a very good road for ships, and well secured from northerly winds; and the best of it lies behind two small islands that break off the sea, and shelter the ships from the effects of the tornadoes. It is large, and the ground every where good, so that the Spaniards very frequently careen their vessels here; and, what is still more agreeable, it supplies wood and water in abundance, an advantage which but few of the ports on this coast possess. Its river also runs far up into the country and receives many smaller ones, some of which are navigable for small boats and canoes farther than the main river.

St. MARTHA'S Bay, in the island of Curaçao, on the W. side of the island near its middle, is a good bay, in which ships may take shelter or come to an anchor. See CURAÇAO.

St. MARTHA River, on the coast of Terra Firma, for which see *St. MARTHA*. The entrance of this river is very difficult to find, on coming to it from the sea. Its appearance is only that of a long point stretching off from the coast, like a cape or headland, and forming a bay. This cape must be passed, and ships must proceed to the westward of it, when the opening of the river will be seen on the larboard side within the point. It is advisable, as soon as a ship makes the point, to keep out a little to seaward, which point will be known by a great hill called *Sierra de Lamba*, that is situated on the W. side of the river. When a ship is about the point, and has opened the river, an island will be seen, which appears to block up the entrance of the river, but discovers itself to be an island on approaching nearer; there is a fair channel round it on either side, and it is known by the name of *Isle de Verd*, or *Green Island*. Sometimes the wind will blow so hard at E. that a ship cannot get about this island, in which case come to an anchor under the off point of the island between

that and the point of the main already mentioned; and if it blows from the W. or S. W. go under the inside of the same island within the mouth of the river. In both situations there is good riding in from 5 to 7 fathoms and well secured.

MARTHA'S Vineyard, an island so called on the coast of North America, at the distance only of about 3 leagues at S. W. from the long peninsula of Barnstable, or the easternmost coast of New England. On the N. W. and N. E. it is hemmed in by hilly and rocky shores, and the inhabitants, as well as those of Nantucket Island, not far from it, apply almost wholly to the fisheries. It is in lat. 41 deg. 20 min. N. and long. 70 deg. 40 min. W.

MARTIGUES, the same as *MARTIQUES*. See *MARTIQUES*.

St. MARTIN'S Bay, on the S. side of the island of Guernsey, round to the westward from the S. E. point of the island. It runs up into land, pretty deep, in the direction of N. and has several rocks above water running off from its W. point to seaward.

St. MARTIN'S Bay, on the S. coast of the island of Terceira, having the Point de Brazil for its E. limit, and Point St. Martin for the W. limit. It is a large and sandy bay, and has anchorage before the village of its name on the W. side.

St. MARTIN'S Bay, is N. westerly from the Cape of Good Hope, on the W. coast of Africa, and in lat. 31 deg. 42 min. S. and long. 17 deg. 28 min. E. It is sometimes called *St. HELENA Bay*.

St. MARTIN'S Bay, on the S. coast of the island of Mauritius in the Indian Ocean, round to the eastward of the S. W. angle of the island. It is a spacious and open bay, having the mountains of Brabant, under which it lies, on the N.

Cape St. MARTIN, on the coast of Spain in the Mediterranean, is a high and steep point, at the distance of 5 leagues to the N. E. from the island of Benidoan or Benidoime. It projects out to the eastward beyond any part of that coast, and is nearly due W. from the N. point of Formentera Island near the S. end of Ivica or Yvica Island, about 12 leagues. Alicante is to the S. W. of it, and the coast on the other end trends to the N. W. to the gulf of Valencia.

lencia. This point may be seen at the distance of 8 or 9 leagues out to sea; but it is so high, the shore running flat out before it, as to endanger ships running on shore in the night, which renders it advisable to steer more easterly, and to come no nearer in the night or in dark weather, than from 8 to 10 fathoms. There are three light-houses, not fire towers, on this cape, not far from one another; and beyond the point to the eastward is a small high island, having no channel between it and the main, which must be passed to seaward. It is 2 leagues from hence to the N. W. to Cape Antonio. Its lat. is 38 deg. 46 min. N. and long. 0 deg. 25 min. E.

Cape St. MARTIN, on the coast of Africa, near the Cape of Good Hope, is in lat. 32 deg. 8 min. S. and long. 18 deg. 58 min. E.

St. MARTIN's Castle, on the N. shore of the Mediterranean, is the lowest of the two castles, on opening the city of Grimault in the bay of that name, within the low crooked point that runs off into the sea, and must be brought at S. W. See GRIMAULT and LARDA.

St. MARTIN's Fort, in the island of Rhé, off the W. coast of France, is on the N. E. side of the island, and commanding the channel between the island and main, called the Pertuis de Breton. The S. point of the island is nearly W. from Rochelle, and the town of St. Martin is to the N. W. from that point in the direction of the N. coast of the island, in lat. 45 deg. 20 min. N. and long. 8 deg. 23 min. W. To sail hither from the N. or N. W. by the Breton channel, it is usual to keep two-thirds over to the larboard side, or towards the main, in from 13 to 10 fathoms; but when the fort of St. Martin begins to bear at S. S. W. and S. W. by S. it comes shoaler; when a ship will be to the eastward of the bank that lies N. from the island of Rhé, and runs off about a league from the Island d'Oye. A ship may now edge in towards the island in 5 or 4 fathoms water, which is the depth of the entrance to St. Martin's road, as it shoals immediately from 10 fathoms to that depth, and so over the end of the bank into the road. When a ship is in the road, it may anchor in 3, 4, 5, or 6 fathoms, all soft ground, being nearly surrounded with banks on all sides. To run over the bank in the

deepest water, it has also been directed to keep the great tower of Rochelle a handspike's length to the southward of the wood which stands upon the northernmost high land.

St. MARTIN's Island, in the West Indies, is situated between Anguilla on the N. from which it is distant only a league and a half, and the island of St. Bartholomew on the S. E. from which it is distant 5 leagues. Its length in the direction of E. N. E. and W. S. W. is about 5 leagues, and about 3 in breadth, being about 15 leagues in circuit. On its N. W. side it has some commodious bays and roads; and on the W. end of the island is a very good road in from 9 to 10 fathoms, and a good clear sand, on one side of which road there are two or three salt ponds, where ships load salt with great convenience. The channel between this island and Anguilla is free from rocks, and clean ground. This island is in lat. 18 deg. 5 min. N. and long. 63 deg. 2 min. W.

Don MARTIN Island, on the coast of Peru, on the S. Pacific Ocean, is 3 leagues to the S. of Soupa Strand and Bay, and 5 leagues to the S. of the River Barrianca. On the other hand it is only 1 league to the southward of Guaco. This island is high and rocky, and makes white at a distance; but it is very small, not being more than half a league in compass, and about a quarter of a league only from the main. It is in lat. about 11 deg. 24 min. S.

St. MARTIN's Mountain, on the W. shore of the gulf of Mexico, is so remarkably high that it can be seen to the distance of 25 leagues out to sea, having under it the little island of Partido. A point shoots out from this high land, so as to form a limit on that side to the bay or gulf of Campeachy, as Cape Concedo is the other, at the distance of 120 leagues directly across. It shoots out into a large promontory, and ends in a great bluff point.

St. MARTIN's Point, is the S. E. point of the island of Guernsey, for which see *St. MARTIN's Bay*.

St. MARTIN's Port, otherwise called SETUVAL, on the N. coast of Spain, is a tide haven, and 4 leagues to the W. of St. Andero.

St. MARTIN Lopez Port, on the W. coast of New Mexico. See LOPEZ.

MARTINET's Rock, near the N. coast of France, is one of the marks for discovering

covering the situation of the Lejon Rock, when it is on with St. Brieu's wind-mill at S. half. W. See LEJON.

MARTINICO or MARTINIQUE Island, in the West Indies, is one of the largest of the windward islands, being about 60 miles long and 6 in breadth, and about 40 leagues to the N. W. from Barbadoes, and 22 to the S. of Guadeloupe. Its rivulets, from the ridge of hills that crosses it, are numerous, and its bays and harbours are abundant, safe, and commodious. Its two principal towns are Fort Royal and St. Pierre. Some of its rivers, which are not less than 40, are navigable a good way up the country, and never dry; on the contrary, they sometimes overflow their banks, and sweep away houses and trees with their currents; and, in the rainy season, there are many streams that water the dales and savannas. The harbour of Martinico is a safe retreat in the hurricane season, and to windward of all the islands, which is of great advantage to ships that are bound for Europe. About the year 1777, its products were computed at 23 million of pounds weight of sugar, 3 million pounds of coffee, 600,000 pounds of cotton, and 40,000 pounds of cocoa. Its lat. at the N. W. part, is 14 deg. 51 min. N. and long. 61 deg. 26 min. W. at the S. W. part the lat. is 14 deg. 24 min. N. and long. 61 deg. 6 min. W. at the S. E. part the lat. is 14 deg. 24 min. N. and long. 61 deg. 2 min. W. and at Fort Royal, the lat. is 14 deg. 36 min. N. and long. 61 deg. 9 min. W.

The large and high mountain in the middle of the island is a mark for all the coasts, and particularly points out the island which way soever a ship may approach it. On the N. side, and also on the S. E. side, the shore is full of small broken rocks and rocky islands, which are dangerous; but on the S. W. the coast is very fair and clean. A particular point of land runs out westerly on that side to seaward, bending like a man's arm, and making a very large gulf or bay, now called Fort Royal Bay, which goes so far in that from ships at the bottom of it the main sea cannot be seen on the deck. A smaller bay within this large one, had the name of Governor's Bay, which also contains besides this many small coves or harbours. This is the principal port

of the island, and the rendezvous of the men of war; and off the S. point is an island, sometimes called the Devil's island, and sometimes by the French Island de Barque.

MARTINWAS Island, in the S. Atlantic Ocean, is in lat. 21 deg. 0 min. S. and long. 18 deg. 45 min. W.

MARTIQUES, or MARTIGUES, on the N. shore of the Mediterranean, is on the E. side of the gulf of Fos, and about E. N. E. from the eastern mouth of the River Rhone, and about 7 leagues at W. N. W. from Marseilles. There is a lake within it, and before the entrance a small island, or rather in the entrance, without which is anchorage in 6 and 7 fathoms, and to the N. W. along the shore towards the bottom of the gulf. It is in lat. 43 deg. 19 min. N. and long. 5 deg. 2 min. E.

MARVEL Haven, in the S. W. part of Hudon's Bay in North America, is to the westward of Cape Henrietta Maria, from whence to the N. W. is Point Look-out, to the eastward of New Severn.

St. MARY's, within the Patowmack River, which comes from the N. W. into the Chesapeake, on the N. shore, is on the E. side of a small creek or river called St. George's, from the island which lies off its mouth in the mid channel of the Patowmack. It is a small town, but is well situated for maritime purposes, in lat. 38 deg. 12 min. N. and long. 74 deg. 12 min. W.

St. MARY's Bay, on the S. coast of Newfoundland Island in North America, is round the head or cape of St. Pine to the westward, the cape of its name being the western limit. It runs in deep to the N. a little easterly, but is somewhat narrow. The distance or breadth across the entrance from Blackhead, about half a league from Cape Pine to Cape St. Mary, is at least 11 leagues, and the depth to St. Mary's harbour, on the E. side towards the bottom of the bay, is 14 leagues. There are several harbours and coves within this bay on each side, and some good fishing banks or shoals, especially far in; but as they are so much out of the way, and the fishing is so good in the offing upon several small banks to the southward and westward, it is very little frequented. Another very important reason is, that southerly winds blow almost constantly

stantly on this coast during the fishing months, and ships do not chuse to venture into such deep bays that run in nearly N. as it is so very difficult to work out again into the open sea. See *Cape St. MARY*, in Newfoundland.

St. MARY's Bay, on the coast of Nova Scotia, is round the cape of its name to the N. E. which cape is distant from Cape Sable about 23 leagues to the N. W. The part of this bay to the N. W. is formed by some small islands that project from a narrow point of land to the S. W. round which the coast forms the S. E. side of the bay of Fundy, so that this bay and cape are at the extreme S. W. part of the peninsula.

St. MARY's Bay, on the S. coast of the island of St. Lucia, is a small bay so called, at W. S. W. from Sandy Point, or the S. E. angle of the island, having the small island of St. Mary to the westward, a little to the eastward of the mouth of a river.

Cape St. MARY, on the eastern or Asiatic shore of the Archipelago, is in lat. 37 deg. 46 min. N. and long. 27 deg. 21 min. E.

St. MARY's Cape, on the W. coast of Africa, is the E. point of the River Gambia, which is known by a very tall tree on the top of the point; and when that tree is S. S. E. at the distance of 3 leagues, ships may ride in from 4 fathoms and a half to 5 fathoms. The ground, in approaching the river of Gambia, is a muddy sand, which is a mark for knowing that a ship is right with the mouth of it; but at the cape it is full of red shells. See *GAMBIA*. This cape is in lat. 13 deg. 30 min. N. and long. 16 deg. 20 min. W. and it is to be observed that, as the ground on this part of the coast is changeable, it becomes whiter as ships approach to the southward. From a reddish sand near the cape, it becomes grey 2 or 3 leagues to the southward, and at Cape Roxo it is so fine and white as to be fit for hour glasses. The coast between the two capes is very low, and covered with trees and white sand; and in sailing along keep near the shore in 5 fathoms and sandy ground, as far as to the shoal of St. Pedro, where there is but 4 fathoms and muddy ground.

St. MARY's Cape, on the S. E. coast of Africa, is the easternmost point or opening of Lagoa Bay, running up with

a point so as almost to form a basin within. The opening does not appear from the S. and S. E. but it becomes necessary to get to the N. of E. before the bay will be discovered; and great care must be taken of the currents along this coast, on making any port or harbour. Its lat. is 25 deg. 50 min. S. and long. 33 deg. 30 min. E.

Cape St. MARY, at the southern extremity of Madagascar, is in lat. 25 deg. 34 min. S. and long. 44 deg. 7 min. E.

Cape St. MARY, on the S. coast of Newfoundland Island in North America, is the western point or limit of St. Mary's Bay, and the eastern point of the great bay of Placentia. In the fairway, nearly from Cape Pine, about a mile to the S. E. only from Cape St. Mary, there are several rocks in the sea that are fair above water called the Cow and Bull, and by the French La Vache et le Torreau. They are noticed more particularly, because there are several sunken rocks near them, which renders it necessary to keep a good look-out, for which see *BULL* and *COW*. There are also some sunken rocks off the point due S. of the cape, at the distance of 8 miles at S. W. half W. from Cape St. Mary's in the course from that cape to the bay of Placentia. From this cape to Cape Judas, the other point of Placentia Bay, it is 12 leagues and a half at N. N. W. It is in lat. 46 deg. 52 min. N. and long. 54 deg. 8 min. W. St. Mary's Keys are due S. 7 or 8 miles.

Cape MARY is to the N. E. within a strait or sound from Cape Charles, on the N. E. side of Hudson's Straits. See *Cape CHARLES*.

Cape St. MARY is the W. point of a bay on the coast of Nova Scotia, trending to the S. W. off which is Partridge Island and near the S. W. extremity of the peninsula, formed on the N. W. by the bay of Fundy. It is in lat. 44 deg. 10 min. N. and long. 66 deg. 12 min. W. and has high water on full and change days at 9 o'clock. See *St. MARY's Bay*.

Cape Dame MARY, the extreme N. W. point of the peninsula of St. Domingo Island in the West Indies, is in lat. 18 deg. 37 min. N. and long. 74 deg. 27 min. W.

Cape St. MARY, at the mouth of the River

River La Plata, the extremity of the S. E. coast of Brazil. See *Cape St. MARIA*.

Cape St. MARY, in the S. Pacific Ocean, on the coast of New Ireland, is in lat. 4 deg. 32 min. S. and long. 152 deg. 41 min. E. and lies N. N. E. from Cape St. George. The coast then trends for 8 or 9 leagues to the N. by E. and then turns 3 or 4 points towards the W. An island called St. John's Island, is to the N. E. of Cape Mary, in lat. 4 deg. 17 min. S. and long. 153 deg. E.

St. MARY's Island, in Scilly, off the W. point of Cornwall, at the distance of about 9 or 10 leagues. It is the largest of all those islands, and is open to the E. and S. E. It is known by the castle and two windmills which stand on the S. W. part of the island. On its W. side is the sound so called, and off the N. end of it is Crow Sound. It has a good harbour, for the defence of which the castle was erected. This island is about 9 miles in circumference, but has an irregular coast, especially from the S. W. to the S. E. The lat. is 49 deg. 57 min. N. and long. 6 deg. 43 min. W. and has high water on full and change days at a quarter before 4 o'clock.

St. MARY's Island, the southernmost of the Azores Islands, in the N. Atlantic Ocean. See *Santa MARIA Island*.

St. MARY's Island, on the E. coast of Madagascar Island, is in lat. 16 deg. 48 min. S. and at the distance of about 2 leagues from the main. It is surrounded with a reef of rocks that lie out for half a mile from the shore, so that there is no landing or coming near even with a boat, without difficulty and danger. But there is a harbour on the W. side which has not its equal in this part of the world; for it has good riding in every part, both deep and clean, and as still as a mill-pond, so that a ship of 1000 tons may moor with her broadside to the shore, as by a wharf. To go in, fall to the southward into lat. 17 deg. 10 min. and run boldly in before the wind. Good masts and yards may be had here, with fresh water and abundance of good provisions; and ships may even careen and clean here with great convenience. It is about 12 leagues to the S. E. of Antongil Bay.

MARY's Island, on the N. shore of

the gulf of St. Lawrence in North America, and S. coast of Labrador, is in lat. 50 deg. 16 min. N. and long. 59 deg. 50 min. W.

St. MARY's Island, is a small island near the S. coast of St. Lucia in the West Indies. See *St. MARY's Bay*.

St. MARY's Port, in the bay of Cadiz, has been noticed under Port Maria. See *MARIA Port*.

St. MARY's River, on the coast of North America, falls into the N. Atlantic Ocean from the W. in lat. about 30 deg. 50 min. N. and long. 82 deg. 10 min. W. It takes its rise in the Apalachian Mountains, and runs due E. forming the boundary between Georgia and East Florida. It is navigable for vessels of considerable burden for 90 miles; and its banks afford immense quantities of fine timber suited for the West India markets.

St. MARY's Keys, small islands on the S. coast of Newfoundland so called, to the southward of the cape of that name. See *St. MARY's Cape*.

St. MARY's River, on the E. coast of Africa. See *ASUCA*.

St. MARY's River, on the N. E. coast of Brazil in South America, issues from the lake Xarayas, and runs N. by E. till it falls into the S. Atlantic Ocean, to the N. W. from St. Lorenzo. The town of St. Louis de Maragnan, or Marignan, is at its mouth, and in lat. 2 deg. 15 min. S. and long. 54 deg. W. This river is extensive; but the whole of our knowledge respecting its navigation is only, that its mouth forms a good bay and harbour to the town, and is sufficiently spacious to receive a number of ships.

St. MARY's River, on the Pacific Ocean, falls into the bay or gulf of St. Michael, at the eastern entrance into the great bay or gulf of Panama. The gulf of Darien is opposite to it on the N. coast, and forms the isthmus so called, the distance over land between the two oceans being here very narrow. The entrance into the gulf of St. Michael, is in lat. 7 deg. 30 min. N.

St. MARY's Road, in the islands of Scilly, is the principal station for ships that come there. The best and most usual way to go into it, is to pass between St. Mary's Island, and the island of Gugh, and to run in by the S. of St. Mary's; but care must be taken to avoid

avoid a ledge of rocks, called the Spanish Ledge, on which there is only 6 feet water on the ebb, that lies in the fairway between Penmis Point on St. Mary's Island and the island of Gugh, by keeping close to the point, and steering away for the high land of St. Mary's, on which are the castle and windmills. But these must have a birth of a quarter of a mile to avoid the Woolpack, which is a sunken rock close by the S. end of the Hugh; which distance being kept from the Hugh in the course from the Woolpack to the Staveren, will carry a ship clear of Bartholomew Ledge, on which also is but 6 feet water, at the distance of half a mile at S. S. W. from the Staveren. The vanes of the windmills, but not the body, above the land, will lead a ship between Bartholomew Ledge and the Staveren; and having rounded the Staveren rock, turn into the road, bringing the Nut Rock at W. N. W. or a point more northerly, about half a mile, or not less than a quarter from the rock. Or, the castle may be brought at S. S. E. and anchor in 5 fathoms at low water, and 7 or 8 fathoms at high water; where vessels may ride well for all winds, except those at S. W. which bring in a great sea.

ST. MARY'S Sound, is the passage or channel between St. Mary's Island and the Gugh. It has been observed, that the channel tide or S. stream sets out of this sound from half flood to half ebb; and that the W. stream comes into the sound, and runs out into Broad Sound, from half ebb to half flood. See SCILLY.

MARYLAND, in North America, has no considerable port on the S. or S. E. coast next to the ocean. It is a long and narrow peninsula of land between Chesapeake Bay and the sea, and abounds with harbours and roads within the bay, which fully supply that want. The coast next the sea is very difficult and almost impracticable; but there is scarce a plantation within the bay which has not some navigable stream or creek that comes up to it from thence. At Cape Charles the shoals are so many, that no ships can come near the coast from the sea, or near the cape at their entrance into the bay.

MARYPORT, is a sea port so called in the county of Cumberland, at the mouth of the Elne, having a good harbour, to which 70 or 80 sail of shipping belong,

of different burdens, from 30 to 250 tons. Their principal trade is in coals, but some of them go to the Baltic for timber, flax, iron, &c. It is to the N. easterly from Workington at the mouth of the Derwent.

MARZA, or La MARZA, an indifferent landing-place in the S. vale or Valdi Noto of Sicily Island in the Mediterranean, in the neighbourhood of which is a remarkable salt-pit or pond, called Salina della Marza. By the drying of the waters in summer, a great deal of salt is left behind, which is gathered into heaps, and sold to great advantage.

MARZA Sirocco. See MARSA Sirocco.

MARZEY, or MARZY Blockhouse, probably an older term for MERSEY, in Malden Water on the coast of Essex. To run up thither, bring Banbury Land, which is the high land above Malden, a sail's breadth open with Bradwell Point; this will lead through the channel between the Eddle and the Knowl. Run on with these marks until a steeple on the N. shore comes open of the red cliff end; then with these marks open and shut, continue to this blockhouse, and there anchor in 6 or 7 fathoms water.

Ponte de Mas, is a haven or sound on the N. W. coast of Spain, over against the point of Corunna, or the Groyne. On the N. side is a row of rocks, to the southward of which ships must run in; and they may sail in so far as not to have any sea in sight. A good way within the river is a large bridge over it.

MA SAFFRAN River, about 6 miles to the W. of Algiers, on the N. coast of Africa, is a pretty large river, twice as large as Haratch River, in the bay of Algiers.

MAS-AFUERO or MAI-A FUERO Island, in the South Pacific Ocean, is in lat. 33 deg. 45 min. S. and long. 80 deg. 46 min. W. and about 31 leagues to the W. from Juan Fernandez Island. The variation here, according to some of our circumnavigators was 9 deg. 36 min. E. in 1765, and in 1767 it was stated by Captain Cook to be 10 deg. 24 min. E. It is a very high and mountainous island, of a triangular form, and about 7 or 8 leagues in circuit; and its S. part may be seen to the distance of 23 leagues. There is good anchorage on the N. and W. sides of it, and perhaps in every other part. On the

the W. side there is 20 fathoms within a mile from the shore, and at 2 miles and a half, 40 and 45 fathoms with black sand; and near the S. end on that side of the island a reef of rocks and sand runs off to W. by S. for 3 quarters of a mile. There is also a remarkable rock with a hole in it at the S. W. point, which is a good mark for anchoring on its W. side, running in till the hole in the rock is shut in about a cable's length on the low point of land from which the reef runs off, but about a mile and a half to the N. of it. It then bears at S. by E. half E. and there is a depth of 22 fathoms with black sand and shells; and off the N. point there is 14 and 15 fathoms and fine sand. If a single ship should continue here any time, as there is plenty of wood and water, it would be worth while to make a good landing by building a wharf. It abounds in seals, which yield excellent train-oil, and the hearts and plucks are good eating. There is an excellent bank on the W. side of the island, on which is good anchorage, that is fit for a fleet of ships in summer; but the surf beats very high on the rocky shore, and it is with difficulty that water can be got to any distance, though there is plenty in the island. The bank, however, is sometimes loose, and will suffer ships to drive; but at 2 cable's length from the beach there is 18 fathoms and a fine sand, where ships may moor with a small anchor in shore.

Another account of this island is as follows. It is a high island and woody, and has a bank on its E. side nearest to the S. point, considerably distant from the shore, where is good anchorage. Bringing a fall of fresh water at S. S. W. about a mile, there will be 24 fathoms on a black sandy ground, where the extreme points of the island will bear N. W. to S. Here may be frequently caught great plenty of fine fish with hook and line. There are soundings of from 20 to 15 fathoms within two cables length of the shore; but there are a great many sharks here, and cork jackets may be advantageously used to get wood and water. Some excellent goats have also been procured here by ships. About midway between the S. and N. points of the island there is a better watering-place, about a mile and a half to the N. of the other. The

tide runs N. and S. 12 hours each way. On the N. side of the island there is good anchorage in deep water; but it is exposed to all winds except the S.

MASAGAM, on the N. W. coast of Africa, is about 5 leagues to the westward of Azamor, on a white strand close by the sea side. It has no towers near it, and appears when off at sea in white spots against the land. On coming thwart of it the high tower of Tyre will be seen to the southward, about 2 leagues to the westward of Masagam. A little to the westward of Masagam, at the W. point of the bay, a ledge or reef of rocks shoots off almost a league into the sea, being mostly covered at high water, but uncovered at the ebb; and persons that are not acquainted with the coast, and wish to come to anchor here, must take a pilot. Though it is a large bay, there are but a few places that are clean, but many that are foul; and a pilot will bring a ship into good anchoring-ground, when the E. point of the bay will bear E. and the W. point at N. W. from the ship. Its lat. is 33 deg. 12 min. N. and long. 10 deg. 6 min. W.

MASBATE Island, is one of the Philippine Islands in the eastern Indian Ocean, lying near the centre of all the rest. It is S. from Burin Island, and not far from Ticao, being about 8 leagues in breadth and 30 leagues in compass, and in lat. 11 deg. 35 min. N. and long. 122 deg. 21 min. E.

MASCA River, on the coast of Peru, falls into the South Pacific Ocean, after passing through a deep gap in the hills that will be seen about a league to windward from the headland of St. Nicholas. See *St. NICHOLAS*.

MASCARENHAS Island, or the island of Bourbon, in the Indian Ocean. See *BOURBON*.

MASCARIN Island on the coast of Peru, in the South Pacific Ocean, is in lat. 1 deg. 20 min. S. and long. 83 deg. 50 min. W.

MASCATE or MASKATE is a town of the coast of Arabia Felix in Asia, at the bottom of a small bay, near which along the coast, neither trees, shrub, nor grass are to be seen, a few date trees only excepted, situated in a valley behind the town. It is in lat. 23 deg. 30 min. N. and long. 58 deg. 8 min. E.

MASCHEAL, is a village over against the island called Ireland's Eye, to the northward of Hoath Head near Dublin, having a haven for small vessels.

MASCLE Island in Cordes Bay, within the straits of Maghellan, at the S. extremity of the continent of South America, is to the N. W. from Egg Island, and between them is a ledge of rocks that comes dry at low water. See CORDES Bay.

MASCUS Rock, is a great rock at N. W. somewhat northerly from the island of Ramsey, near the W. point of Pembrokehire in Wales, at the distance of 5 leagues. It is all foul round about, with many sunken rocks, and therefore it is necessary to keep at a distance from it in sailing along or across this channel. It is also about 8 leagues at E. by S. from the Tulkar Rock near the S. E. coast of Ireland; so that in sailing from that part of Ireland towards Milford or any where near that part of the coast of Wales, the greatest attention should be paid to avoid it; and, on the contrary, in going from Wales to Ireland, particularly when by westerly or northerly winds a ship may be driven a little to the eastward of her direct course.

MASINA Bay, on the N. coast of South America, is to the westward of Comana Gulf in Terra Firma, and is very wide but not deep in, neither has it any place of note, though there is good anchorage in several parts of it, but every where open to northerly winds.

MASKATE. See MASCATE.

MASKELYNE'S Islands, a groupe of small but beautiful islands so called, lying off the S. E. point of Mallicollo Island, one of the New Hebrides, in the South Pacific Ocean. Their lat. is 16 deg. 32 min. S. and long. 167 deg. 59 min. E.

MASPALOMBA Bay, at the S. end of the Great Canary Island in the North Atlantic Ocean, is a fair sandy bay, having a good road for southerly winds, and affording fresh water.

MASSACHUSET'S Bay, on the coast of North America, is a very spacious and extensive inlet so called, between Cape Ann on the N. W. and Cape Cod on the S. E. and comprehending, within the peninsula, that part of the gulf called Cape Cod Bay and Barnstable Bay, including nearly a degree of

lat. from Cape Ann in lat. 42 deg. 41 min. N. to Yarmouth Harbour in lat. 41 deg. 45 min. N. the S. E. limit of Cape Cod being in lat. 42 deg. 14 min. N. and more than a degree of long. to the E. of Boston Harbour which lies in the bay. Its numerous bays, capes, harbours, islands, &c. are distinctly noticed under their proper heads.

MASSACRE River, out of the straits of Maghellan S. W. into the supposed channel of St. Barbara, which cuts through the island of Terra del Fuego, through which, we are informed, Capt. Mareanille of Marseilles passed in 1713 into the South Pacific Ocean.

MASSAGAM, or MASAGAM, or MAZAGON. See MASAGAM.

MASSALAGHEM Nova, on the W. coast of the island of Madagascar in the Indian Ocean, to the E. northerly from Cape St. Andrew. Its lat. is about 15 deg. 40 min. S. and long. 46 deg. E. See *New MASSELEIGE*, which appears to be the same place.

MASSALAGHEM Velho, or *Old MAS-SALAGHEM*, on the W. coast of the island of Madagascar in the Indian Ocean, is to the N. E. of Massalaghem Nova, and probably the same as *Old Masseleige*. See *Old MASSELEIGE*.

MASSAPORE, on the coast of Golconda, on the western shore of the gulf or bay of Bengal, in the East Indies. It is one of the small places between Manchepatam and Cape Palmiras, and has a high white pillar like a mast, as a mark by which to know the part of the coast, there being very few marks any where else. The only direction that can be given is, to keep an offing of 2 leagues in sailing along from hence northward to Palmiras; in from 20 to 21 fathoms. See *AUSIPORE*.

MASSEDAN Bay, on the N. Pacific Ocean and W. coast of Mexico, is situated between Acapulco and Aquacala, a port near the cape of California, where Sir Thomas Cavendish lay after he had passed the Maghellan Straits.

New MASSELEIGE, to the E. northerly from Cape St. Andrew, on the W. coast of Madagascar Island in the Indian Ocean, appears to be the same as *MASSALAGHEM Nova*, in some maps and charts. It is to the N. E. of Maraponi, and has two channels into it, being an island of about half a league in length from E. to W. To go into *Masseleige*, keep to the island Jamgany, where

where there will be from 7 to 12 fathoms water; but there is no passage between the island and main, as there is only 3 and a half or 4 feet water. There is an inner haven beyond the first, and a ship must go in close under the point of the island, and borrow of East Maren, where there is from 3 to 4 fathoms upon the point, and from 7 to 9 fathoms afterwards. The bay is at the E. point of the island, and has from 10 to 15 fathoms, and is very convenient for a large ship to winter in; for the country abounds with the best provisions, and exceedingly cheap, and it is also a very good place to fortify upon and secure both the land and the port.

Old MASSELEIGE, or MASSALAGHEM Velho, is also on the W. coast of Madagascar Island and near 60 miles at N. E. by N. from New Masseleige. There is from 6 to 7 fathoms water at 2 leagues from the shore, and at the going in there are two high rocks, which the islanders call Pannora, that must be left on the starboard side. The River Didame is 2 leagues distant from it to the E. where there is good fresh water, but no navigation for any thing except boats.

MASSHOUSE Bay, near the N. W. extremity of the island of St. Christopher's or St. Kitt's in the West Indies, is between Deep Bay near the N. point to the eastward and Willet's Bay to the W. southerly. There is a narrow sand lies along parallel to this part of the coast, without which is from 6 to 10 fathoms according to the distance from the land.

MASSIA River, on the W. coast of New Mexico, is 18 leagues at N. N. E. from the River Galera, being a fresh water river, of a pretty long current, which swells much in the rainy seasons, and continues high for a considerable time. It has a town on its bank, of the same name; and about half a league without the river is a small island with a parcel of little rocks, without which ships must keep at a good distance. From this river to a point about 2 leagues to the westward is a small rock that is very dangerous; and behind the point is a rivulet which there falls into the ocean. When the wind blows at N. W. boats may go ashore there for water, which may be procured to the S. E. of the point, where the sea is then pretty still, having very little surf on the shore.

It is 8 leagues from hence to Puerto Escondido or Hidden Harbour.

MAST Bay, in the island of Jamaica, is on the N. side of the island towards the N. W. part, and nearly at the most northern land of that coast. It is to the eastward of Montego bay, and near to a shelf of rock that lies from the shore, called Carlin's Cliffs. It is just on the W. side Little River.

MASTICK Gut, on the S. W. side of the island of St. Christopher's or St. Kitt's in the W. Indies, is between Molines Gut on the N. W. and Godwin's Gut on the S. E. and nearly contiguous to both; being a little to the E. of S. from Brimstone hill before Half Hide Bay.

MASTICO, or Cape MASTICHO, is a point on the S. side of the island of Scio in the Archipelago. See SCIO.

MASUAH, is a town of Abyssinia, situated on an island on the coast of the Red Sea, in lat. 15 deg. 35 min. N. and long. 39 deg. 36 min. E.

MASULIPATNAM, is a city of Golconda, on the western shore of the bay of Bengal, about 71 leagues to the N. of Fort St. George, in lat. 17 deg. 36 min. N. and long. 83 deg. 22 min. E. It is situated on the river of Kistna or Krishna a few miles from Nisapatnam, which river rises so high in winter that persons are obliged to sail through the streets, though in summer the stream is but 4 feet deep. It is a place where ships may take in wood and water. It is situated at the N. E. point of an island before the mouth of the Krishna River, which rises in the mountains at E. S. E. from Rajapour on the coast of Malabar, and discharges itself here, after a long course almost due E. There are some other small islands here also to the eastward northerly from Petipoli.

The large reef of sand which lies all along to the E. and N. E. to some distance from the different mouths of this river, from Petipoli, require that ships should keep a good offing. This sand runs off near 4 leagues from the main, and is generally 2 leagues broad from the nearest land, but sharpens to the N. end in a point, one part of which is dry at low water towards that point. But this reef has generally from 3 to 7 fathoms over it, and there is from 8 to 11 or 12 fathoms in the fairway between, and good strong clay ground. Towards the inner edge of the shoal there is 10 fathoms steep, and a good hard

hard sand; and from hence ships steer to Divi point, or, as others call it, the point of Metha, which is about E. by N. or E. N. E. from Petipoli. From the easternmost point of this reef it turns to N. by W. or N. N. W. into Masulipatnam or Methlepatnam road.

When a ship is come into the road, there is a great tree to the S. E. of the town which stands over the river, that must be brought to bear due W. in this situation there is a good road with a hard sand, and from 4 to 5 fathoms water. From this road to Nassipore is 14 leagues at E. N. E. There is another land reef on the N. of the river of Masulipatnam which runs 4 miles out into the sea, over which ships may run by the lead without danger in from 4 to 7 fathoms; but in a less depth than 4 fathoms it is very dangerous. Though the river is larger than most rivers on this Coast, it is not navigable, having only 7 feet water, and never more than 12 feet. On the W. side of the channel there is also a great shoal, along which small vessels may go, but large ships cannot go in at all, so that it is necessary to try it by the lead. When a vessel is in the bay thwart of the river, a very large tree will be seen to the E. of the town, which must be brought at N. by E. and that is the mouth of the channel.

MATA River, on the E. coast of Africa, is in an inlet of the coast which permits the spreading of the shoal called Barras Vermulas to 12 or 15 leagues in breadth.

MATACA or MANTACA, is a commodious bay on the N. coast of the island of Cuba in the W. Indies, where the galleons usually come to take in fresh water on their return to Spain, about 12 leagues from the Havannah. It appears to be the same as Matanze, in lat. 23 deg. 12 min. N. and long. 81 deg. 16 min. W. See MATANZAO.

MATAGORDA Fort is situated on a point of land, on the W. side of Trocadero creek, or the channel to the N. E. to Puerto Real. It is N. E. from Puntal fort on the island of Leon, within the bay of Cadiz on the coast of Spain. There is anchorage on the E. side of the fort; but we have no account of soundings up the creek, so that the channel to Puerto Real appears to be up the E. side of the islands of Trocadero from Puntal Road. Beware of a small shoal to the W. of Matagorda fort, and

about one third of the channel over from Matagorda sand to the island side. There is 5 and 6 fathoms between it and the sand; but there is most room on the S. side, about one-third of the channel over from Puntal fort, and to go in by it, but less depth of water. The best mark is to bring Puntal fort at S. S. E. at a league distance, and run right in for it within less than a mile, when a ship will be past this shoal, and may then steer S. E. round the S. point of the Trocadero island, at the point of which is Fort St. Lewis, at S. S. E. from Matagorda fort. See CADIZ.

MATAN, or MACTAN, is one of the groupe of islands called the Philippines in the eastern Indian ocean, where the celebrated Maghellan was killed in 1521.

MATANCE, MATTANCAS, or MATANZAS. See MATANZAS.

MATANCHEL Port, on the W. coast of New Mexico, is about 20 leagues to the N. E. from the rocks of Ponteque, over which in clear weather may be seen a very high hill, with a break on the top, called the hill of Xalisco, and may be seen 8 or 9 leagues from the port. A small round mountainous island called Maxantall is situated about half a league from the shore, in a bay which has a sandy strand joining to some high land. This is nearly in lat. 26 deg. N.

MATANE River, is a river of Canada in North America, the mouth of which is capable of receiving vessels of 200 tons burden. All this coast, especially near this river, for 20 leagues, abounds in cod, which might employ 500 shallops or fishing smacks at a time; it is very fine fish, and fit for exportation to the straits, Spain, and the Levant. Great numbers of whales have been also seen floating upon the water, which may be struck with a harpoon, and prove a very valuable fishery.

MATANZAS or MATANCE, is about 14 leagues S. E. from the Havannah, but some accounts say 20 leagues, on the N. coast of the island of Cuba in the West Indies, and is a wide and large bay which runs deep into the land, and goes in S. but there are great shoals lying off both the points at the entrance, so that it is necessary to take a good offing, and allow a birth to each shoal by keeping in mid channel. When a ship is in, under the shoal of the E. point,

point, about half a league from a little house, there is anchorage in from 5 to 7 fathoms, and oozy ground; but there is not more than 9 feet water on the flat of the E. point, yet when ships are farther within the bay, they may anchor any where. The mountain called *Lê Pain de Matance*, from its similarity to an oven or loaf, may be seen from the fort of *La Hogue*, which is only 2 leagues from the *Havannah*. It is remarkable that off the mouth of the bay, and about 36 leagues from the W. point of it, there is good ground at from 5 to 35 fathoms and gradual soundings, though there are no soundings with 250 fathoms between the land and that distance. From *Cape Quibanico* to this bay the coast is W. N. W. See *MATACA*.

MATAPAN Cape, the most southerly point or headland of the continent of Europe, and the extreme part of the peninsula of the *Morea*, at the entrance into the *Archipelago Sea*, in lat. 36 deg. 25 min. N. and long. 22 deg. 40 min. E. The island of *Serigo* lies off from it at E. by S. about 9 leagues, and about 5 leagues from the main, and appears in coming from the westward, as if it formed a part of the land of the *Morea*. The cape lies E. by S. from *Point Sapienza* distant 16 leagues. It is sharp, and has no good anchoring ground on either side of it; the water also is exceedingly deep, from 50 to 60 fathoms in some places. There is a large deep bay about 4 leagues to the northward of the cape, where ships may ride with great safety; it is to the eastward of the cape, and on the W. side is a great rock about half a league from the shore, which may be seen above water. The cape is very uneven, so that the extreme point, which is high, makes at a distance like an island, and in the way to *Cape St. Angelo* to the eastward is a great bay, and to the northward in the bay a good haven, especially for vessels that are bound to the eastward. This haven may be known by an old ruined castle a little within the land, especially by its having a wall reaching from the castle to the water's edge; and to go into the haven, sail right in with the castle in the fairway, avoiding both shores as they are foul. There is a great rock also in the middle of the entrance, but water enough over it; and when a ship is within the rock, there is anchorage any where in from

10 to 15 fathoms, and good holding ground, with shelter from all winds. This haven is 9 leagues at N. N. W. from the island of *Serigo*. There is also another good haven N. of the point, from 3 to 4 leagues distance, having safe and deep water as the other. This is known by a red point on the S. side, and a castle on the N. side of it; run in directly between these, and go up as far as may be agreeable in from 12 to 16 fathoms a good hard sand, and clean from rocks. The course from *Serigo* to this haven is N. W. westerly. *Pagnano* road is in the same bay, which is much frequented.

MATAPAYNE or **MATTAPAYNE** River, in *Virginia* in North America, is navigable, and the western branch of *York River*; but we know nothing further of it.

MATARON, a town of Spain on the coast of the Mediterranean, to the N. E. from *Barcelona*. To the southward of it, at a little distance from the shore, is a rocky bank, within which is anchorage in from 9 to 10 fathoms, and along the coast to the eastward of it; and N. of the bank is anchoring ground in from 7 to 9 fathoms as far as to the point of the river.

MATATANES, on the E. coast of the island of *Madagascar* in the Indian Ocean, is in lat. 22 deg. 15 min. S. and long. 46 deg. 40 min. E.

MATAVAI Bay, otherwise called *Port Royal Bay*, is situated within *Point Venus* near the N. part of the island of *Oraheite*, but open to the N. W. and in the South Pacific Ocean. Off the S. point of the bay is *One Tree Hill*, with rocks from it, and *Dolphin bank*, extending S. W. from *Point Venus* and the northern reef near a mile, is the northern point of the bay. To the S. of this there is a free entrance, with a good depth of water for anchorage, and well sheltered by *Point Venus*. The bay is very easily known by a very high mountain in the middle of the island, that is due S. from *Point Venus*; and to sail into it, either keep the W. point of the reef that lies before *Point Venus* close on board, or give it a birth of near half a mile to avoid a small shoal of coral rocks, on which there is only 2 fathoms and a half water. The E. side of the bay has the best anchorage, in from 14 to 16 fathoms and an oozy bottom, and the shore is a fine sandy beach, behind which runs a river of fresh

fresh water, by which means any number of ships may take in water at the same time without incommoding each other. But wood for firing must be had from the fruit trees, and this must be purchased from the natives, if there be a wish to live upon good terms with them. The lat. is 17 deg. 29 min. S. and long. 149 deg. 30 min. W. and the variation of the compass 5 deg. 34 min. E.

MATBARE Island, one of the Japanese Islands so called in the North Pacific Ocean, in lat. 26 deg. 30 min. N. and long. 137 deg. 0 min. E.

MATE MILEU Sand, is a small sand about half a league from Cordovan tower at the mouth of Bourdeaux river on the W. coast of France, directly betwixt it and the tower of Royan.

MATELIER Bank, is a large sand, about a league to the westward of Point la Coubre, the N. point of Bourdeaux River, extending above a league to seaward. Between this and Coubre Point is also a sand bank, forming two narrow channels; and about half a league to the southward of the middle of the Matelier, or almost 2 leagues at S. W. and S. W. by W. from the point, is a small sand bank. The channel between them is called the Matelier Passage. For the former, see GHERENTALS.

MATHANON Point, in the N. E. part of the island of Cuba, is one of those ports on that coast which afford good anchorage and shelter for ships, but without any use for want of them. It is between Cape Cruz and Cape Maizi at the E. end of the island.

MATICALOC River, on the W. coast of New Mexico, is 7 leagues from Caltas Strand or the port of Sanfonate. It is much exposed to northerly winds; and it is known by some small but high hills that are opposite to it; it is also remarkable that there are no mangroves at its mouth, which in every other part of the coast grow high and very thick all along. There is another large river about 4 leagues to the westward of it, which has 2 fathoms upon the bar; and from thence to the bar of Estapa it is 15 leagues.

MATIER Bank, is one of the sands on the W. coast of France, near the N. E. part of the island of Oleron, in the channel called the Pertuis d'Antioche, between that island on the S. and the island of Rhé on the N. There are se-

veral of them; but they are easily avoided by keeping in mid channel, or rather more northerly, and steering into Basques Road at E. S. E.

MATIFOU Cape, is the E. point of the bay of Algiers, on the N. coast of Africa, in the Mediterranean. Near the point it is every where rocky; but at a small distance from it to the W. within the bay there is anchorage in from 4 to 6 fathoms water. See Cape MATTISON.

MATILDA Bay, off the coast of New Holland or New South Wales, is in an island about 8 miles distant from the main, probably one of those called Schouten's Islands, in lat. 42 deg. 15 min. S. by observation, and 148 deg. 30 min. of E. long. by reckoning. The bay is open about 6 points, and has excellent anchorage, and the channel between the island and main affords a shelter like the road of Spithead. The island contains plenty of water, and is very narrow, without any other harbour.

MATISOR. See MATTISON.

MATKORF Point, on the coast of Lapland, is a little to the eastward of Tannebay, which is about 11 leagues from N. Kin, and 22 leagues from N. Cape, nearly at E. by S. and E. S. E. Wardhuys is about 16 leagues at S. E. by E. and S. E. from this point.

MATMAI Island, is one of those in the N. W. part of the North Pacific Ocean, known by the name of the Kuriles Islands and the most southerly of them. It belongs to the Japanese.

MATTANEAS. See MATANZAS.

MATTES, on the E. coast of South America, in the South Atlantic Ocean, is in lat. 45 deg. 5 min. S. and long. 64 deg. 25 min. W.

St. MATTHEO Island, in lat. 1 deg. 24 min. S. and long. 6 deg. 10 min. W. the same with St. Matthew's Island in the South Atlantic Ocean.

St. MATTHEW's Bay, in the gulf of Mexico, on the W. shore of Campeachy Gulf, is more than a hundred leagues to the N. of Tumbes.

St. MATTHEW's or MATTHEO Bay, on the coast of Peru, on the North Pacific Ocean, is 6 leagues to N. E. by E. from point Galera, and about S. S. W. 5 or 6 leagues from the river of St. Ja. go, between which there is anchorage all the way, if ships keep at least in 6 fathoms water. It is all high land with hollow

hollow red crags, and several points on the coast run out that form good retreats for ships driven in by hard squalls and flaws from the hills, and by the seas running high, which often happens. To go into the bay of St. Matthew, keep close to the windward crags or rocks, that the ebb may not drive a ship out, or horse it upon the shoal at the mouth; but in coming to an anchor, keep at least in 7 fathoms, and if it is not so deep in the bay, send a boat into the mouth of the river and there will be a sufficient depth.

St. MATTHEW'S Island, in the South Atlantic Ocean, is in the middle of it, far separated from any land, in lat. 1 deg. 23 min. S. and long. 6 deg. 15 min. W. It is about 100 leagues to the N. E. of Ascension Island, and was for some time possessed by the Portuguese; but it is now uninhabited, and it has very little to invite strangers to colonize it, except a small lake of fresh water.

St. MATTHEW'S Islands on the W. coast of Siam, consist of several small islands so named that are contiguous to the land. All that coast abounds with clusters or groups of small islands. These are situated in lat. from 9 deg. 10 min. to 40 min. N. and in long. about 96 deg. 30 min. E.

St. MATTHEW'S Islands in the eastern Indian Ocean, are in lat. 5 deg. 23 min. S. and long. 123 deg. 51 min. E.

St. MATTHEW'S Point, is the very angle of the coast trending in towards Brest, on which is a light-house for the direction of seamen, in lat. 48 deg. 20 min. N. and long. 4 deg. 47 min. W. Two small islands lie off from the point at S. by W. called le Vieux Moines or the Old Monks, and by some Moins Blanche or the White Monks. There is a good road under the point between the Fenestires and the point and these islands. In coming towards the point, the Loquejou Banks will be avoided by running right for these rocks till the point bears at E. S. E. and then run right in with the point, and anchor before the abbey in 6 or 7 fathoms. Directions for sailing from St. Matthew's Point to Brest will be found under that article. See BREST.

St. MATTHIAS Island, is the most westerly of two islands that were discovered by Dampier on the coast of New Britain and southern countries of Ame-

rica, being about 9 or 10 leagues in length, and is mountainous and woody, but interspersed with several savannahs, and some spots which seemed to be cleared for cultivation.

MATTINAS Hills, on the W. coast of New Mexico, not far from Sacatulca River, are of moderate height, but the coast to the N. W. of the river is ragged next the sea. See SACATULCA.

Cape MATTISON, on the N. coast of Africa, in the Mediterranean, is the same as MATIFOU already noticed. The W. side of it is very foul, and must have a good birth, and there is a long ledge of rocks all under water which runs out to the N. W. for 2 miles into the sea that is very dangerous, as there is also about the same distance from it at N. N. W. Two islands also lie off from the cape about 4 or 5 miles at E. N. E. about a mile asunder, which are also foul and rocky; and it is best to keep without them all. But ships may ride under the cape about a gunshot off, in from 8 to 10 fathoms before the port; a mile and a half from the shore, in 18 or 20 fathoms; and farther off due N. from the town in from 25 to 33 fathoms.

MATTY'S Island, in the South Pacific Ocean, is about 6 miles in length from E. by N. to W. by S. and in lat. 1 deg. 45 min. S. and long. 143 deg. 2 min. E. The variation of the compass here was 4 deg. 40 min. E. in the month of Sept. 1767.

MATUARO Island, on the N. E. coast of New Zealand, is the south-westernmost island of a group in the bay to the W. of Cape Bret called the Bay of Islands, towards the N. W. end of the northern island. There is anchorage on the S. W. side of the island, which is situated in the S. E. part of the bay. It is high water here at spring tides about 8 o'clock, and rises from 6 to 8 feet perpendicular, and a current also sets from the westward to the S. E. and S. S. E. in the direction of the land. At 10 miles to the N. N. W. half W. from Cape Bret, the lat. is 34 deg. 59 min. S. and long. 174 deg. 24 min. E.

MATUMAY is a sea port town of Asia, on the N. E. coast in the North Pacific Ocean, belonging to Yesso, and the capital of a province of the same name, and subject to Japan as a tributary. It is situated in lat. 42 deg. N. and long. 138 deg. 55 min. E.

MATU-

MATUREA River, is to the S. W. from Carthage, on the N. coast of South America, in the direction of the coast; but this, as well as several small bays and some other rivers, has no shipping, neither are there any towns or harbours on the coast worth a seaman's attention, except at the islands of Bernardo, which have been already noticed.

MAUBAN Gulf, is a name given to a large bay on the E. coast of the large island of Luconia, the principal of the Philippine Islands in the North Pacific Ocean. Though it is very extensive, it should rather be termed a bay than a gulf; but it is very commodious, and capable of affording protection to ships when in that part of the ocean.

MAUBILLE River. See **MOBILLE**.

St. MAUDE Island, is to the N. W. from Brehat on the N. coast of France, not far from the Tuscees; between which islands and Brehat there is a channel called the N. E. channel, where ships may ride in 8, 10, or 12 fathoms water. The islands of Doran and Zearn are without these, and almost two miles to the northward of them.

MAUMUSON Channel, or Passage, on the W. coast of France, is situated between the S. end of the island of Oleron and Point de Gardour on the main land. There is water enough for great ships to run in or out through this channel. It lies in from the seaward at E. by S. and along by the Point de Gardour at E. by N. to the opening of the River Sédre, and has 3 fathoms at low water. At the entrance into the channel are two sand banks, which ebb dry at low water, and from the S. end of the island of Oleron a sand called Catefau stretches out for half a league. The land from this passage to Point de la Coubré, the N. point of the river of Bourdeaux, lies at S. by W. near 3 leagues; and in sailing along between them several white sand hills will be seen, whereas the land to the southward of the entrance of this river is somewhat low, with little black sand hills.

Cape MAUR, or **MAURICE**, on the W. coast of Africa, is 2 leagues at W. S. W. from Coromantine, and the same distance at S. W. by W. from Anisham. Nassau Fort is to the westward of it, and Animabo farther to the E. See **ANISHAM** and **CORMANTINE**.

St. MAUR Island, in the Mediterra-

nean, is situated between the continent of Epirus and the island of Cephalonia, and belongs to Venice. It is nearly N. from the island about 5 leagues, and about S. W. from the gulf of Laerta. Its lat. is 38 deg. 52 min. N. and long. 20 deg. 52 min. E.

MAUREPAS Island, or **MADAME** Island, on the coast of Cape Breton, in the S. part of the gulf of St. Lawrence in N. America, opposite to which are the islands of St. Peter, forming the limit of the entrance into Port Thoulouse, or Port of St. Peter, on the S. or S. W.

MAURICE Bay, on the S. extremity of Cape Farewell Island, or S. extremity of E. Greenland, and the principal harbour of that sea.

MAURICE, or **MAURITIUS** Island, in the Indian Ocean. See **MAURITIUS**.

Port MAURICE, on the E. coast of Terra del Fuego Island, at the extremity of South America, is on the W. shore of Le Maire Straits, between that island and Staten Land on the E. and N. of the bay of Good Success. It is a small cove, and there is anchorage before it in 12 fathoms and a half, about half a mile from the shore, over coral rocks. See **Le MAIRE** Strait, and **SUCCESS** Bay.

MAURITIUS Island, in the Indian Ocean, is called the Island of France by that people. It is about 400 miles to the E. of the island of Madagascar, and is somewhat less extensive than the island of Bourbon; and in the N. E. part of it is a plain of some miles in length, the rest of the island being full of high and steep mountains, which are very fertile when cleared. Its principal town is Port Louis on the N. W. side, and Port Bourbon on the S. E. The former has been already treated under its name. Of the latter we may observe, that its harbour is also defended by batteries, and that an army which should land there would find very great difficulties in passing the mountains to the other parts of the island. See **Port LOUIS**. The lat. of the island is 20 deg. 10 min. S. and long. 57 deg. 29 min. E.

MAURUA Island, a small island of the South Pacific Ocean, and one of the Society Islands, surrounded by a reef, and having no harbour, is in lat. 16 deg. 26 min. S. and long. 151 deg. 33 min. W. Within the reef there are also several small islands from the N. E.

round by the S. to the S. W. When the peak of Bolabola is brought to bear at N. half E. 3 or 4 leagues distant, this island, the middle of which rises in a high hill, bears N. 63 deg. W. at the distance of 8 leagues.

MAUVAISE Sand, near the mouth of the river of Bourdeaux on the W. coast of France, reaches above half a league at S. E. by S. towards Cordovan Tower, its W. end being about a league off to the southward of Point la Coubre. Between the E. end of this sand and Cordovan Tower, is the channel called the Elameau Passage.

St. MAWE's Bank, is a sand which runs up northward on the starboard side of the channel up Falmouth Harbour, from the point of land on which stands the castle of St. Mawe's, with the town to the eastward. It is the eastern boundary of Carrack Road, and projects out with a round edge to the westward almost half way over to the western shore, and then falls off again to the N. easterly.

St. MAWE's Castle, at the very point of the land, on the starboard side, commanding the N. W. channel up to Carrack, or Carrick Road, where large ships lie at anchor, as in the preceding article. See CARRACK ROAD and FALMOUTH.

MAXANTALLA Island, is near the port of Matanchel on the W. coast of New Mexico, and on the N. Pacific Ocean, for which see MATANCHEL.

Cape MAY, the most southerly point of land of New Jersey in N. America, is the N. point of the entrance into Delaware Bay and River, in lat. 39 deg. 0 min. N. and long. 74 deg. 56 min. W. The time of high water on spring-tide days is a quarter before 9 o'clock.

Island of MAY, in the Frith of Forth, is the mark for the entrance into the Frith, and the direction for the channel up to Edinburgh. It is about 3 miles in circumference, and not far from the N. E. part of the opening of the river. There is a light-house upon it, for the better information to seamen, to know how to sail either within or to the eastward of the Frith. The Bass Island, at the S. E. part of the opening, is about 7 miles at S. S. W. from it. When the light-house on the May Island, which is seen to the distance of 6 leagues, is brought at W. S. W. with a view to anchor near it in 18 fathoms, an anchor may be dropped to the eastward of the island, and take care to give a whole

cable at once; when, if a ship should drive, and the ground not hold her up, she will naturally come into deeper water. There is anchorage also on the W. side of the island in from 15 to 16 fathoms. A large channel and deep water goes in between this island and the S. coast of Fifeshire, through which all ships pass that are bound from Leith road to the N. From this island to Inch Keith it is W. S. W. 7 leagues; and from St. Abb's Head hither N. W. by N. 5 leagues. To Fifeness it is only distant 2 leagues at N. by W. The light-house on the island is in lat. 55 deg. 10 min. N. and long. 2 deg. 42 min. W. and it is high water here on spring-tide days at half past 4 o'clock.

MAY Island, or MAYO, one of the Cape Verd islands in the N. Atlantic Ocean, about 130 leagues to the W. of Cape Verd, is about 14 leagues at S. S. W. from the island of Sal. On its W. side, the island being small, and not more than 17 miles round, is Salt Pan, at the distance nearly of a league from the N. point, where the shore is a white sand. Near a steep head, on which appear the ruins of a small house or two, and a mile to the northward of the ruins, is the road, when the W. point of the island bears N. by W. and the S. end of the large island of St. Jago, at S. W. in 15 or 16 fathoms and good ground. Take care to keep at a good distance from the cape or point on which the ruins appear, or you will get no ground, as the bottom is there so steep, that a ship at anchor in 15 or 16 fathoms water a-head will find no ground with a line of 100 fathoms a-stern. The N. side of the island is very rocky; and about a league from the shore off that side, is a bank of about a mile in length that comes almost dry at low water. It may be known by the breach of the sea upon it. On the S. W. side of the island is a bay, where ships may anchor in 11 fathoms and good ground, the sandy point being E. S. E. 4 miles distant. This is the only good riding about the island. Though it has but bad landing, yet it is much frequented by ships to take in salt, goats, &c. with which it abounds; for salt is here produced naturally by the sun's operation on the sea water. The lat. of the island is 15 deg. 10 min. N. and long. 23 deg. 5 min. W. and off its W. end runs a current to the S. of about 20 miles in 24 hours. The variation of the compass in 1766, between this island and the

the island of Sal, was 8 deg. 20 min. W. when it was two points in the English channel.

MAY Island, on the W. coast of Africa, is to the N. W. of Cape Verga, having the island of Poulon also to the N. W. of it in the fairway from the point of the island Roxo. All this is in the direction nearly of S. E. leaving these islands nearest to the main. From Poulon to Verga, or Virgins, the main land appears low and full of trees; but there are some high points of land in passing the island of May extending to seaward, which continues so a good way to the southward.

MAY River, is a river which rises in the county of Mayo in Ireland, in the N. W. part, in Conn Lough or Lake, and in running to the N. forms a boundary or limit to the counties of Mayo and Sligo. It falls into the N. Atlantic Ocean to the westward of Sligo Bay, being very spacious at the mouth, so as to form a commodious bay or harbour. The port town of Killala stands on the W. side of this river, in lat. 54 deg. 8 min. N. and long. 10 deg. 35 min. W.

MAYAGUANA Island, one of the Bahamas so called in the West Indies, and the same with Maranella, and in lat. 22 deg. 51 min. N. at the N. point, and long. 72 deg. 57 min. W. See MARANELLA.

MAYATTA Island, on the E. coast of Africa, is nearly in the middle of the channel of Mosambique, but somewhat nearer to the W. coast of Madagascar Island. It is one of the Comora islands, and is situated in lat. 12 deg. 56 min. S. and long. 46 deg. E. being a high peaked island, which may be seen from 15 to 20 leagues off at sea.

MAYEN's Island, otherwise called JOHN MAYEN's Island, is to the S. W. of Spitzbergen in the northern ocean, in lat. 71 deg. 10 min. N. and long. 9 deg. 49 min. W. The sea contiguous to this island was formerly frequented by numbers of whales; but the island has been forsaken since these fish have removed farther to the N. A very high mountain, which begins near the northern extremity, and is known by the name of Beerenbergen, or Bear Mountain, extends across the island, and may be seen 10 leagues off at sea. It has several good bays, and the land is habitable, abounding with fish and deer; but the great quantities of ice which are floating on all

sides, especially on the E. side, render it absolutely inaccessible in the spring.

MAYO Island, in the N. Atlantic Ocean. See MAY Island.

MAYO River, on the E. shore of the gulf of California, and W. coast of New Biscay, in the country or province of that name, forms a spacious bay at its mouth, in lat. 27 deg. 40 min. N. and long. 114 deg. W.

MAYOR and ALDERMEN Islands, are a cluster of islands so called on the coast of New Zealand, in lat. 36 deg. 57 min. S. The first is a small high island about 4 miles distant from a high round head on the main; and when this island bears S. 47 deg. E. 6 leagues off, the others will be about 1 league at N. half E. and 5 leagues from the main, being about half a league in compass every way. Between these and the main, which trends away at N. W. as far as can be seen from the head, and appears ragged and hilly, there are other islands, but mostly barren rocks.

MAYOTTA Island, in the Indian Ocean, is in lat. 13 deg. 0 min. N. and long. 45 deg. 55 min. E. See MAYATTA.

Gulf de MAYRE, on the coast of Genoa in Italy, is on the eastern shore of the gulf of Genoa, at S. S. E. from the bay or gulf of Spezia. It is a broad opening of a river; but whether it have any navigation, or anchorage within it, we are not certain.

MAYTA, which is situated on the European coast of the strait of the Dardanelles, is a little to the northward of the westernmost castle, near which, on the land, there are many windmills. Between this city and a point of land on the E. side of the strait, under which ships come to anchor, it is only about a league wide. From this point, or from the rock off the castle, the course to Gallipoli is N. E. by E. or E. N. E. 7 or 8 leagues; in which course ships usually stand nearest to the N. side, though not too near in dark and thick weather, on account of some shoals that lie off from the shore. These will be discovered in the night by the soundings, and in the day by the colour of the water. The strait is 2 leagues wide in several places between Mayta and Gallipoli.

MAYWICK Island is a small island belonging to the Shetland islands in the N. lying between the two islands of the Little and Great Hevra and the main; and between this and the Hevra is the en-

entrance into Cliff Sound, which is fair and clean, and runs in at N. half E. for 2 leagues and a half.

MAYZI Cape, at the eastern extremity of Cuba Island in the West Indies, and the western point of the windward passage. See MAIZO.

MAZAGAM. See MASAGAM.

MAZARA, or MAZARO, in the island of Sicily in the Mediterranean, is at the W. end of the island about 10 leagues to the S. by W. from Trapano. It is also about 15 leagues at S. W. from Palermo, and has a harbour in lat. 37 deg. 51 min. N. and long. 12 deg. 36 min. E. Cape Leacota, on the S. shore of the island, is about 24 leagues at S. E. by E. from Mazara.

MEA River, on the W. coast of Africa, otherwise called St. BARBARA, on the W. coast of Africa, is 2 leagues and a half to the eastward of the River Juan Dias, and 6 leagues westerly from Barabalemo River. See BARBARA and BARABALEMO.

MEAO Island, is a small island of the Eastern Indian Ocean, and one of the Moluccas or Spice Islands, having a good harbour in lat. 1 deg. 12 min. N. and long. 127 deg. 5 min. E.

MECAN, or MECON River, is a very considerable river of the Eastern Indian coast and country, which rises in the N. and directs its course towards the S. After it enters the kingdom of Cambodia it widens greatly, and afterwards separates into two large branches, of which both discharge themselves into the Eastern Indian Ocean, in about 10 deg. of N. lat. There are many good towns on its banks, and it is navigable to a great extent northward. It forms some good bays at its mouth, and has Cambodia, the capital, near the western shore, about 50 leagues to the N. of its western mouth, in lat. 13 deg. 30 min. N. and long. 105 deg. E. Sometimes the mouth of the western arm is called Bransac Bay, from the town of Bransac, which stands on the W. part of it.

Great MECATINA Point, on the S. coast of Labrador, and the N. shore of the gulf of St. Lawrence, in North America, is in lat. 50 deg. 42 min. N. and long. 59 deg. 13 min. W.

Little MECATINA Island, on the same coast and shore, is in lat. 50 deg. 36 min. N. and long. 59 deg. 31 min. W.

MECHIAS Road, near St. Croix River, at the extremity of Nova Scotia, which

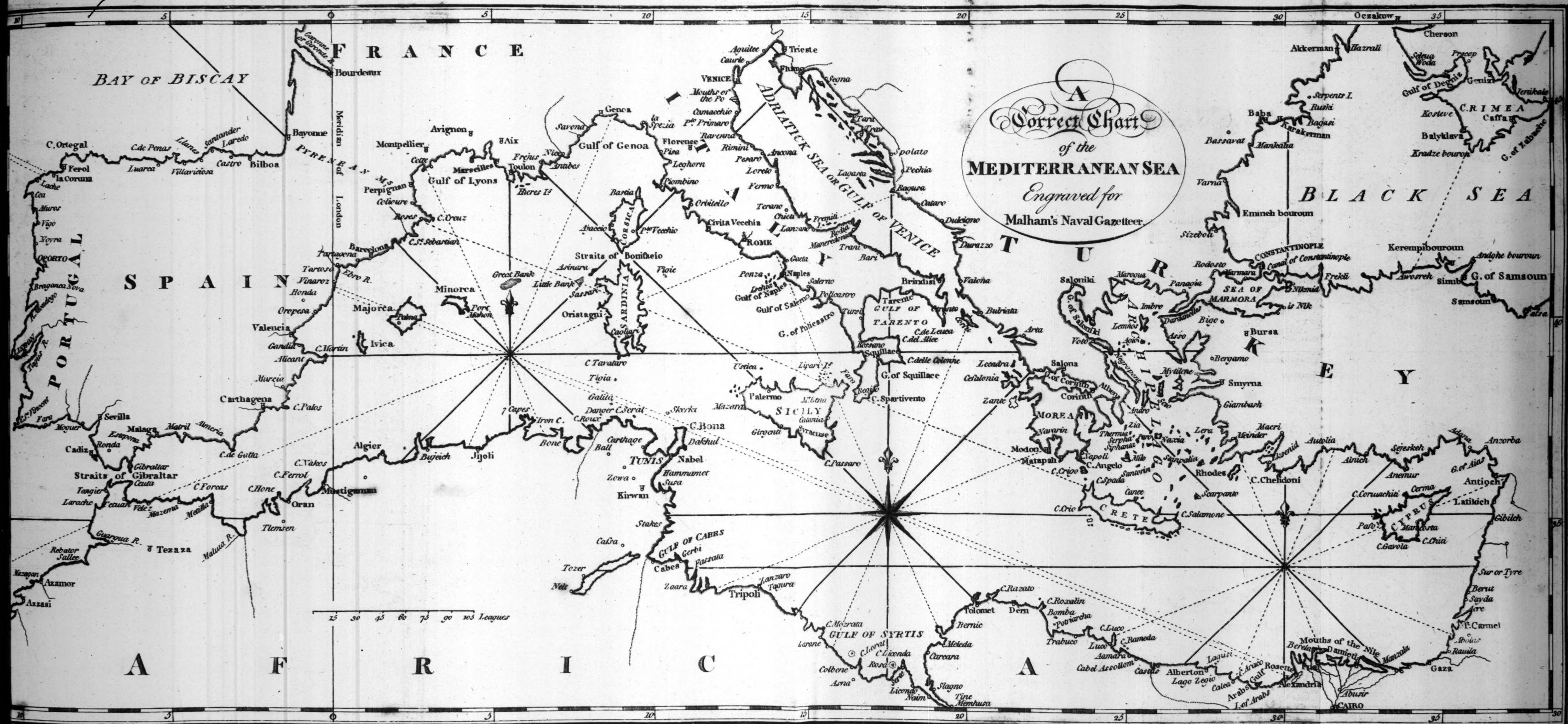
separates it from New England in North America.

MECON, the same as Mecan. See MECAN.

MEDENBLICK, is a town of Holland in the Zuyder Zee, on the N. side of the peninsula which runs out eastward from Hoorn to Enchuyfen, and forms the S. side. It is 14 miles to the N. of Hoorn, and 10 leagues at N. N. E. from Amsterdam. It has a harbour and the people deal much in timber; the country about it is lower than the water, which they keep out by very strong dams and dykes. In extraordinary storms, when the water is as high as the dykes, and ready to break them down, they break the force of the waves by laying sails along them to prevent such a calamity. It is to the N. W. from Enchuyfen, and nearly S. W. from the buoy on the Creyll, which is a good course to it from the northward, keeping off a little more westerly, just in the midway to avoid the W. end of the Cripple sand, near which is 12 fathoms; but care must likewise be taken to avoid the Drystal, which bears W. by S. from the buoy of the Creyll, and about N. by E. from Medenblick. It is also made a good mark for sailing along by the Creyll and Cripple sands, and is in lat. 52 deg. 47 min. N. and long. 5 deg. 4 min. E.

MEDINA or MODENA River, in the Isle of Wight, on the coast of Hampshire, is a navigable river, which passes up between the towns of W. and E. Cowes on the N. shore of that island, and goes as far as to the town of Newport, almost in the centre of the island. The principal port, however, is that of W. Cowes, not only for this River, but of the whole island; for ships of inferior burden only can go up with the tide to the quay at Newport.

MEDITERRANEAN Sea, which is encircled by the coasts of Europe, Asia, and Africa, is in length from the straits of Gibraltar to the coasts of Syria and Palestine, about 2000 miles, but of very unequal breadth. It may, perhaps not improperly, be deemed a large branch of the North Atlantic Ocean, communicating therewith by a gut or strait, which divides Europe from Africa, at the W. end, and is the general boundary along the coast eastward. At the bottom or E. end, the Archipelago separates Europe from Asia towards the N. and to the S. and S. E. Africa terminates and Asia succeeds. The countries of Spain, France, Italy, and



and Turkey in Europe succeed each other from the W. along the N. shore; to which on the E. follows Asia, and the whole northern coast of Africa is on the S. shore. It contains a great number of islands, some of which are of considerable extent; and in different parts of it are the branches, called the Tuscan, the Ionian and the Levant seas. There are also several large gulfs, but particularly those of Venice and Genoa, Naples, and Tarentum, with many smaller ones. It also receives many rivers, and its shores abound with bays and harbours. Every part of its coasts contains a number of good cities and port towns. Of its islands we may reckon as the principal, Sardinia, Corsica, Sicily, Majorca, Minorca, Candia, Cyprus, and Rhodes, exclusive of those in and about the Archipelago and Ionian seas and the gulf of Venice. The N. Atlantic ocean passes through the straits of Gibraltar by a strong current, of which some account has been given already under that article. See GIBRALTAR. It has no regular tide, for which we have in some measure accounted in the Introduction, and in general seldom varies in depth from any accumulation or diminution of water; but there are a few particular exceptions, though we much doubt if the tides flow and ebb regularly at those places, of which we have mentioned some in the progress of this work, without attempting to assign any peculiar cause for the phenomena, or to discriminate among the various suggestions and opinions that have been given on the subject. At Tunis, Messina, Venice, and Negropont, we have instances of the flowing of the tides; but they are known to be very irregular at the last place, flowing at some periods of the moon 6 or 7 times in 24 hours.

MEDNOI Island, which may perhaps be known by some other name, in the N. Pacific ocean, is in lat. 54 deg. 28 min. N. and long. 167 deg. 52 min. E.

MEDWAY River, which falls into the Thames at Sheerness, is said by some accounts to rise in the weald of Sussex, and from thence to enter Kent, and by others to spring near Tunbridge Wells in Kent; both accounts may be right, as two of its branches form in part the boundary of the two counties in the W. parts. It runs N. easterly towards Maidstone, from whence it passes to

Rocheſter, and runs by Chatham, to which place it is navigable for ships of any burden. Trading vessels go up higher to Rocheſter bridge; and barges and boats go up to Maidstone and somewhat higher, where they are obliged to be towed againſt the ſtream. It is not above 16 or 18 miles from the mouth of the river at Sheerness to Rocheſter bridge; and in this part of the river, the channel is ſo deep, the banks ſo ſoft, and the reaches ſo ſhort, that it is one of the beſt and ſafeſt harbours in the world, and ſhips of 80 guns can ride afloat at low water within a muſket ſhot of the bridge. Excepting in the dreadful tempeſt of November 1703, when the Eddystone light houſe, built by Mr. Winiſtanley, was deſtroyed, and the Royal Catherine driven aſhore here and loſt, there is no other inſtance on record of any of the royal navy's ſuffering here from ſtorms. This river is in lat. 51 deg. 25 min. N. and long. 31 min. E. and has high water on full and change days at 45 min. paſt noon.

MEGSTONE Rock, one of the Fern iſlands, on the N. of the main iſland ſo called, on the coaſt of Northumberland. To paſs between the Gullſtone and the Plough, bring the light-houſe on the Fern a ſail's breadth to the eaſtward of the Megſtone, and go in.

MEJAN Cape and Port, near the N. W. part of the bay of Marſeilles in France, on the N. ſhore of the Mediterranean, will be known by a ſmall iſland to the eaſtward of the cape, the port being on the W. ſide. Within the iſland there is anchorage in from 5 to 10 fathoms, as well as without it; and within the port is from 10 fathoms in the mouth under ſhelter of the cape on the ſtarboard, and farther in from 6 to 3 and 2 fathoms, with anchorage. The coaſt here makes a bend, the cape being a projecting land. There are moorings laid down alſo along this coaſt from Cape Couronne to Marſeilles Bay, at certain intervals, to which ſhips may ſaſten. But it muſt not be omitted, that off the W. point of Port Mejan it is ſomewhat foul, which point muſt therefore be avoided by ſhips going in there.

MEJURATA Cape, on the coaſt of Barbary, or the N. coaſt of Africa, is a projecting point of land to the E. from Tripoli, and nearly due S. from the E. end of the iſland of Sicily in the Mediterranean, in lat.

lat. 32 deg. 21 min. N. and long. 16 deg. 12 min. E. It is frequently called **MESURATA**.

MEL Island, on the W. coast of Siam, not far from the land, is in lat. about 11 deg. 15 min. N. and long. 96 deg. 30 min. E. There are several small islands without it, and the whole coast is lined by groups of small islands and rocks.

MELA, or **MALA**, on the coast of Peru in South America. See **ASIA** and **CANETTE**.

MELADA Island, in the Mediterranean, is in lat. 42 deg. 52 min. N. and long. 18 deg. 1 min. E.

MELAQUE Port, on the W. coast of New Mexico, is to the N. W. of Port Natividad, or Nativity, and near 3 leagues at S. E. from a row of 4 or 5 rocks, or naked islands above water, in the direction of N. W. This port is land-locked against all winds from the N. W. to the S. W.

MELASSO, or **MELAZZO**, on the N. E. coast of Sicily, is 9 or 10 leagues at W. by S. from the point of Messina. There is a good road and safe riding under the point of Melasso, from which to Cape Bongerbino is 29 leagues at W. by S.

MELAZZO, is a town of Turkey in Asia, situated on a bay of the Archipelago, about 20 leagues to the S. of Smyrna, in lat. 37 deg. 36 min. N. and long. 27 deg. 51 min. E.

MELCHA Cala, or Bay, in the island of Malta, is near the N. W. end of the island on the E. side, being a spacious and pretty deep gulf, having anchorage towards the bottom in from 18 to 3 fathoms, according to the distance from shore. There is from 10 to 5 fathoms off a point of land on the starboard, where there is a battery.

Cape MEELECHE, in the island of Candia in the Mediterranean. See **MALLECHA**.

MELCOMBE Regis, which is situated at the mouth of the river Wey, that separates it from Weymouth. For an account of it as a port, see **WEYMOUTH**.

MELIAPOUR, is a city so called on the Coromandel coast of India, or western shore of the bay of Bengal. See **ST. THOMAS**.

MELIDA Island, is a small island of the Adriatic Sea or gulf of Venice, on the coast of Dalmatia, a little to the southward of Ragusa. It is 2 1/2 miles in

length, and abounds with oranges, citrons, wine, and fish; and possesses several harbours, and is in lat. 42 deg. 41 min. N. and long. 18 deg. 31 min. E.

MELILLA Fort, on the N. coast of Africa, is between Cape de tres Forcas and Cape Hone, on the W. side of the spacious bay between them, at the distance of 23 leagues asunder. When it continued in possession of the Spaniards, the haven was kept up, and the moles were repaired, so as to render the heads serviceable; at which time it was a resort for ships, though great ships could never enter the haven. There is good riding without the heads, but open to all winds, except from the W.

MELINDA, is a town of Zanguebar, on the E. coast of Africa, having a good harbour, and defended by a citadel. It is situated at the mouth of the river Quilmanci, in an agreeable plain, and is surrounded on every side by fine gardens. The entrance to the harbour is somewhat dangerous, from the great number of shoals and sunken rocks. It is about 25 leagues to the N. from Mombaze, and stands on a small island, which is very fertile and productive, and has a good trade; the lat. of which is 2 deg. 53 min. S. and long. 42 deg. 10 min. E.

Bass MELION Bank, about a mile to the S. S. E. of the Great Melion Shoal, on the N. coast of France; between these and the river of Morlaix are the Trepièdes. This sand is never dry at the lowest ebbs.

Great MELION Shoal, which appears to be full of rocks, is about a mile at N. N. W. from the Bass Melion, a league at W. S. W. from the Nocier, and scarce so much at S. W. by S. from the Pangero; all of which are near the coast of France.

MELLA. See **Cape CARMEL**.

MELLACHA. See **MALLECHA**.

Cape de MELIE, is nearly due W. from Lucca, on the opposite shore of the gulf of Genoa, having the village of Lenguella near to it, the road of which is sheltered by the cape from the S. W. wind, having no harbour, though it had some time ago about 60 vessels belonging to it. From Monaco hither, in the direction of the coast nearly at N. E. the whole is a clear strand, being a fine sandy shore; but there is neither haven nor road between them, only some small heads to receive barges and small craft.

It

It must be noted that the current sets all the way strong to the westward from the gulf of Genoa along this coast, which renders it difficult for ships that are bound from the Hieres to any of the final places on this coast towards the N. E. to work up. On the N. side of Cape de Melle, close to the strand, is the small village of Arissa, having a great rock before it, and a light-house upon it; and there is very good anchorage before the town within the rock, and well sheltered from W. N. W. and N. W. or northerly winds, but too open to the Levants. Finale is the only place to the N. E. before ships come to Cape Noli, where they may ride well enough in good weather; but if storms come on, they must either run back to Cape de Melle and anchor under the light-house, or push forward round Cape Noli to get to Savona. From this cape to the city of Genoa it is N. E. 20 leagues.

MELLEDEGAN Island, is an island at W. S. W. from the island of St. Agnes, at the S. W. part of the Scilly islands off the Land's End of Cornwall, on which is the light-house, between which is Smith's Sound, the directions for which will be found under that article.

MELLER Lake, is a lake of Sweden, about 80 miles in length and 30 in breadth, which communicates with the western coast of the Baltic Sea, and is principally remarkable for its having the city of Stockholm situated upon one of the islands of this lake, and its suburbs on several smaller islands of the lake near it.

MELLESELLO Island, is one of the numerous islands on the N. E. coast of the gulf of Venice, which afford roads and anchoring places near that shore.

MELLILA, is a town of Barbary in Africa, about 40 leagues to the S. W. from Oran, belonging to Spain, and having a harbour in lat. 35 deg. 30 min. N. and long. 3 deg. 0 min. W.

MELORA. See MALORIA.

MEMEL, is a populous town belonging to Prussia in Poland, having the best harbour on the Baltic with a good and deep entrance, about 23 leagues to the N. of Königsberg. The river of its name, at the mouth of which the town is situated, forms a large bay, which is sometimes called Curishaff Bay. It is in lat. 55 deg. 55 min. N. and long. 21 deg. 10 min. E.

MEMISSAN, on the W. coast of France, to the southward of Garonne River, is in lat. 44 deg. 20 min. N. and long. 1 deg. 23 min. W. and has high water on full and change days at 3 h. 30 min.

MEMORY Rocks, amongst the Bahama Islands, are in lat. 27 deg. 20 min. N. and long. 79 deg. 40 min. W.

MENADO Island, near the island of Celebes, in the Eastern Indian Ocean, is in lat. 1 deg. 36 min. N. and long. 122 deg. 25 min. E.

MENADOU Bay, otherwise called PANADOU, is 2 leagues from Port Balene, or Port Nove, on the coast of Cape Breton Island, at the S. part of the gulf of St. Lawrence, having the island of Scatari, heretofore called Little Cape Breton, opposite to it.

MENAI Strait, between the Island of Anglesey and Caernarvonshire, is a long and narrow channel, on the N. E. side of which the towns of Caernarvon and Aberconway are situated, near the extremes, with the city of Bangor just at the entrance of the narrow part from the northward, and on the N. W. side of the sound in the island of Anglesey, the town of Beaumaris; all which are treated of under their respective heads.

MENAN River, is a very considerable river of the farther India, which has its rise to the N. of the kingdom of Siam, and directs its course to the S. After passing the city of Siam, it discharges its waters into the bay or gulf of that name, at the very bottom of the gulf below Bancoek.

Cape MENDOCIN, on the N. W. coast of America, and North Pacific Ocean, is in lat. 42 deg. 20 min. N. and long. 130 deg. 5 min. W.

MENENDRENCE, one of the rocks already mentioned under Lejo and Marten, on the N. coast of France, about 4 or 5 miles at S. W. by W. from the Seven Islands, which dry at very low ebbs.

MENITECK, in Long Island Sound, on the coast of N. America, has a harbour on the N. side of the island towards the E. end of it, near the part where that end of the island is contracted into a narrow peninsula by the gulf which runs in from the middle of the E. end.

MENMERE Rock, on the N. coast of France, is about 4 miles E. from the N. end of Brehat.

MENSA, or MESTA de Nuestra Señora Santa Maria, or Our Lady's Table, on the

the South Pacific Ocean and coast of Peru, is a plain mountain so called, that is seen at midway from a large bay among the ridges, between Port St. Nicholas and Port Cavalla, and about 3 leagues from each.

MENTON, is one of the small places on the coast of Italy, in the direction of the coast at N. E. from Nice towards the gulf of Genoa, between Monaco and Cape de Melle. See *Cape de MELLE*.

MENTPINGO, sometimes called **MANPINGO**, is a small rock among the Scilly Islands, in Smith's Sound; sailing directions for avoiding it will be given under the article **SMITH'S** Sound, which see.

MENZAKOFF'S Island, otherwise called **WASILI OSTEROW** Island, is situated on the N. side of the River Neva, and projects forward to the gulf of Finland, and designed for a new city. A little treading to the eastward from the most westerly point is a high tower, which is a sea mark; and along the coast to the eastward is the S. entrance of the River Neva. See **NEVA**.

MÆOTIS Palus, or Azoph Sea, is a sea or lake of Turkey, which divides Europe from Asia, and extends from Crim Tartary to the mouth of the Don, or Tanais, being about 200 miles in length, and half as much in breadth. There is no other passage to it than through the straits of Kaffa from the Black or Euxine Sea. See **AZOPH**.

Fojs de MERBERILLE, is a small tide haven so called on the N. coast of France, about 2 leagues to the eastward of Cape de la Hague, and to the W. of Cherburgh Road. Before it, on both sides, lie four or five high rocks; but ships may run in between them at high water into the haven.

MERCER'S Creek, in the N. E. part of the island of Antigua in the West Indies, is a pretty deep inlet of the coast; the entrance to which is between the islands of Codrington, Crumps, or Pelican. Lavicouin's Island is a small island also within it towards the S. shore; and in the S. W. part of it is Farley's Bay at the mouth of a river. See those respective islands under their names.

MERCHANT'S Careening Place, within the harbour of Port Royal in Jamaica, is on the N. side of the long peninsula which shoots out to the westward from the bottom or E. end of the harbour, and about S. by E. or S. S. E. from the

town of Kingston on the N. shore of the bay. It is near the angle at the broadest part of the peninsula, where the coast trends smooth along to the E. one way on the N. side of the neck which joins it to the main, and the other way to the S. but irregular and full of creeks. Along this narrow slip of beach is the only way to pass by land to Port Royal, for 9 or 10 miles, the careening place being almost at midway, but somewhat nearest to the E. end of the peninsula.

MERCHANT'S Forel, on the coast of Iceland, is in lat. 63 deg. 24 min. N. and long. 17 deg. 10 min. W.

MERCROSS Island, is contiguous to the S. coast of Caernarvonshire, on the W. side of Traethmawr Bay in Wales. It is N. E. from Bardsey Island, or the southern extremity of that county, and round Penridwye Point to the northward. Stidwall Island is near to it, and the coast from thence runs up more northerly towards the bottom of the bay.

MERCURY Bay, on the N. E. coast of the northern island of New Zealand, is a large opening or inlet of the coast, near the S. point of which is a high-towered rock, in the direction of W. 29 deg. N. from the northernmost island of those called the Aldermen. See **MAYOR** and **ALDERMEN**.

Within the S. entrance of this bay is anchorage in 7 fathoms, but nearer shore in 4 fathoms and a half and a soft sandy bottom, a mile to the W. from the S. point of the bay, and a mile and a half at N. N. W. from a river which boats can enter at low water. There is good anchorage when the high tower off the S. head is in one with the head, or just shut in behind it, in 4 or 5 fathoms. Mangrove River, which is a large river, discharges itself into the head of the bay. See **MANGROVE**.

There is a small island, called **Castle Island**, about 4 or 5 miles to the S. E. from the S. W. point or entrance into Mercury Bay; and within this point directly S. is the entrance to Oyster River, the anchorage being in the basin before the mouth of that river. The lat. of this situation is 36 deg. 48 min. S. and long. 175 deg. 56 min. E. and the variation of the compass in 1769, was 11 deg. 9 min. S.

MERCURY Islands, are certain small islands near the N. point of Mercury Bay,

Bay, lying off Mercury Point to the S. E. from Port Charles.

MERCURY Point, is the N. point of Mercury Bay, for an account of which see the preceding articles.

Cape of God's MERCY, the most southerly point of Cumberland's Island on the N. side of Cumberland's Straits, is in lat. about 66 deg. N. and has Cape Walsingham on its N. E. and Exeter Sound on its N.

MEREDITH Cape, among the Falkland Islands in the South Atlantic Ocean, is between Port Stephens and Cape Orford.

MERGUI, in the gulf of Siam in the eastern Indian Ocean, is in lat. 12 deg. 12 min. N. and long. 98 deg. 9 min. E.

MERILLA, on the coast of Barbary, and the S. shore of the Mediterranean, is to the eastward from the opening of Sidra Gulf, and nearly W. from Cape Razat, being nearer to the gulf than the cape, and something more than 30 leagues from the latter. Its lat. is about 32 deg. 20 min. N. and long. 19 deg. 38 min. E.

MERIMAC or MERRIMACK River, is to the N. W. from Cape Ann, the N. point of Massachusetts Bay on the coast of New England in North America, which traverses a considerable tract of country, and besides many tributary streams that it receives in its passage, has two principal branches; of these one comes from the N. and the other from the S. S. W. and after their union, it continues to run to the S. S. E. in the direction of the northern branch to the Falls, when it turns to the N. E. as far as to Mitchell's Falls above Haverhill. It cannot certainly be navigable farther than to these Falls; and even whether it be navigable so far our information is not sufficient to speak with certainty. Its mouth is in lat. 42 deg. 52 min. N. and long. 70 deg. 16 min. W. Other accounts make the N. point of this river in lat. 43 deg. 5 min. N. and long. 70 deg. 58 min. W.

MERK River, in the country of Flanders, rises in Brabant, and passes by Breda, continuing N. and then turning W. to the S. side of Klundert, and on nearly due W. along the S. coast of Over Flakke Island into the N. sea; but it is not navigable for ships.

MERLAS Bay, just within the N. side of the entrance of Milford Haven in the county of Pembroke in Wales, up Dale Creek.

MERO Point, or Punta del Mero, on the South Pacific Ocean and coast of Peru, is low, where the mountains of Tombez terminate on that side, beginning the other way at the river of Tombez. It lies between Cape Blanco to the S. W. and Tombez River to the N. E. on the S. E. side of Gujaquil Bay, in lat. 3 deg. 40 min. S. Along a great part of this coast the land is double, and the mountains in the middle being very high are known by the name of Sierra de Mancora, lying from the coast high up the country. Under that part of them which lies over the sea there is a small bay with a white sandy coast, to the southward of which is a high point; and to the leeward of that point is another very fine bay, where there is safe anchorage in very good ground and in any depth of water. Though the coast at the point of Mero be low and flat, the country within is high and mountainous.

MERRY Point. See LEDO.

MERRYMEETING Bay, near the coast of New England in North America, is 12 miles inland from Casco Bay, and about 4 miles from point to point, and is situated at the fork or junction of the Sagadahock and Kennebeck Rivers. Richmond Fort is built on this bay.

MERSEY Island in the county of Essex, is situated at the mouth of the River Coln, to the S. of Colchester, which was formerly possessed of a block-house.

MERSEY River, rises just within Yorkshire, and runs along the southern side of Cheshire, which it afterwards crosses, and reaches Lancashire just above Stockport. By means of this river the town of Liverpool communicates with Warrington and the Sankey Canal, which last goes a little way up the country to some coal pits and other works; and by the Irwell and the Duke of Bridgewater's Canal, it also communicates with Manchester. The Cheshire salt works are also connected with it by means of the Weaver; and the Duke of Bridgewater's Canal is connected with the Staffordshire and its various channels. By means of this river partly, a vast design of cutting a canal from Liverpool quite to Leeds in Yorkshire is in some degree effected.

MESA Island, one of the 3 small islands near Malleda on the coast of Dalmatia, in the gulf of Venice, all of which possess roads or havens. See MALLEDA.

Cape MESCO, in the island of Corsica in the Mediterranean, is near the middle of the E. coast, and is the southern point of a bay at the mouth of a small river, though the town of Mescano is on the N. side of the bay. Off the N. point, and a little before the mouth of the river, is the island of St. Cyprian, having anchorage near the S. W. corner within the bay in 4 fathoms. From the cape or S. point the coast begins to fall off from the direction of S. to S. S. W. or nearly so, as far as Porto Vecchio.

MESSEN River, on which is a town of the same name in Russia, on the E. coast of the White Sea, and 51 leagues to the N. E. from Archangel, and has a harbour at the mouth of it. The lat. of the town is in 66 deg. N. and long. 46 deg. 7 min. E.

MESENSCHÉ Gulf, on the E. coast of Lapland, is about 9 or 10 leagues at S. E. and S. E. by S. from Pannoy River, into which a great river falls that comes from Colmagro. In the mouth of this bay there is a small island, on the N. side of which ships may come to an anchor, if it be found necessary. The land is low near the S. part of the gulf, and all grown with trees, and here ships may anchor close by the shore all along in clean sand, from this gulf to Cats Nose or Grey Point.

MESSILLONES, or MUSCLE Bay, on the coast of Chili or Peru in South America, and on the South Pacific Ocean, is 8 leagues at N. by E. from the bay of Morrenas, and 5 leagues at S. by W. from Atacama. The bay of Messillones is deep, and the anchoring place is to the eastward; but the entrance lies in N. and S. It is so deep on the S. side, that there is no bottom; but at the entrance or anchoring place it is moderate, and ships may ride in 15 fathoms and clean ground, and be well secured also from most winds. As seamen usually comprehend all the opening from cape to cape under the general name of the Bay of Atacama, this may be deemed to be a bay within a bay, being a small harbour at the bottom of the other; this circumstance makes it the safer, because the W. and N. W. winds blow right into the great bay, and bring in a tumbling sea that may endanger ships foundering at an anchor. See **ATACAMA**.

MESSINA, at the E. end of the island

of Sicily in the Mediterranean, is the best haven in the whole island. On the point of Messina, which is low land and sandy ground, stands a light-house, and about 4 leagues to the southward at the bottom of the harbour is the city. The haven has a large mole, and to go in there is no difficulty, as ships may sail close along the shore on either side, and come to an anchor close to the city; where they may moor to the mole head, with their anchors to seaward, and lie sheltered in all winds. There is anchorage also without the haven, being all good ground. The quay in the harbour is above a mile in length, and the harbour, which is in the form of a half moon, is 5 miles in circumference, and extremely deep. It is a free port, and possesses a great trade in oil, silk, fruit, corn, and excellent wine; but it suffered greatly by an earthquake, in 1783. It is one of the places of the Mediterranean, where the tides are noticed, as we have mentioned under Mediterranean, and is in lat. 38 deg. 40 min. N. and long. 16 deg. 15 min. E.

MESSINA Strait, is the channel or passage between the N. E. point of the island of Sicily and the S. W. point of the kingdom of Naples in Italy, in the Mediterranean Sea. This is sometimes called *FARE, FARO, or VARE Strait*. It lies in the direction of N. and S. and is about 4 leagues wide from Messina to Rheggio in Calabria on the opposite coast; but the N. entrance is not so much, and the S. opening is considerably more. To sail through the strait from the southward or eastward to the N. keep pretty near to the coast of Calabria, or the main land of Italy, as the current commonly sets to the northward on that shore; and in sailing from the northward, it is usual to keep near the side of the island, observing, however, that the current on that side sometimes runs with such a force that it is almost as fierce as a mill stream, especially the flood. Hence it is that it is pretty much avoided, because those who go in there in still calm weather can with difficulty get out again. The length of the strait is about 10 leagues, reaching in S. from Messina to the opening against the bay of Catanea, or the city and port of Augusta.

MESTA. See **MENSA**.

Little MESTRE Bay, in the N. E. part of the coast of Newfoundland Island in North America, is to the southward of

of St. Julian, and at N. by W. from the two islands called Gros Island and Belle Island.

MESURADO Cape, on the W. coast of Africa, between Cape Palmas and Tagrin, is in lat. 6 deg. 12 min. N. and long. 9 deg. 8 min. W. and about 12 leagues at S. E. by E. from Cape Mount. The small river of St. Paul comes in on the W. side of it, which is considerable in the rainy months from May to October, when it swells so high that pretty large vessels may go into it. There is anchorage in the mouth of the river in from 6 to 16 fathoms; and from the river to the cape on the E. coast forms a small bight, the land being flat and grown with trees. There is a good road under the S. side of the cape, where ships may ride in 10 fathoms or within the cape in 7 fathoms, when the point is brought to bear full S. as it then breaks off the waves, and secures ships from the effects of an off-sea wind. See ST. PAUL'S.

MESURATTA, is a sea port of the kingdom of Tripoli in Africa, in lat. 32 deg. 21 min. N. and long. 16 deg. 12 min. E. See MEJURATA.

METELIN Island in the Archipelago, more usually wrote MITYLENE, and the ancient LESBOS, is to the N. of the island of Scio, in lat. 39 deg. 15 min. N. and long. 26 deg. E. near the coast of Asia, at N. E. from the channel between the island of Negropont and the island of Andros. Cape Seguri is the W. point of the island; and from this island to Tenedos Island is 5 leagues at N. by E. There is a haven on the E. side of the island, at the distance of 5 leagues from Foggia Vecchia. There is a very good road on the W. side of the point on which the castle of Metelin is situated, for winds from the S. E. round by the E. as far as to the N. W. and to the northward of the castle about a gun-shot, is a little island close to the main, leaving just room between for ships to ride as in a harbour. In this last situation is good shelter from S. E. and S. W. and N. W. winds; and a little to the westward of this small island, there is also shelter from all winds, except from N. W. round by the N. to N. E.

To sail through the channel between the island of Metelin and the main, the only direction necessary is to caution seamen against keeping the middle of the channel, and to advise their inclining to

either side; because there are some dangerous rocks under water. By holding to one side till a ship is abreast of the castle of Molivo on the island it will be a sure mark of having passed the rocks, after which a ship may stand again into mid channel. Porto Seguri at the W. end of the island is a good haven. See SEGURI.

METHA. See MASULAPATNAM.

METHALL, is one of the small havens on the N. shore of the Frith of Forth between Elle Nefs and Kinghorn Nefs, in which is only 9 or 10 feet at neap tides, and 12 or 13 at spring tides.

METHLEPATNAM. See MASULAPATNAM.

METTELYNE Haven, on the coast of Portugal, is but small, and has only 2 fathoms, against which are the great rocks called the Lefons, about 4 leagues to the southward of Villa del Corde. Between these rocks and the main is a fair channel for ships of 8 fathoms; and about half a league to the S. W. from the S. point of the Lefons Rocks is a sunken rock under water. The opening of the Douro, or Oporto, is about a league to the southward.

MEUN Island, belonging to Denmark, in the Baltic, is in lat. 55 deg. N. and long. 13 deg. 15 min. E.

MEUSE River. See MAESE.

MEVAGISSEY, on the S. coast of Cornwall, is a small port of Cornwall between Fowey and the Deadman, facing the E. To sail for this port, keep an offing of near 2 miles, until the port is brought to bear due W. or W. by S. and then run right in; by which course the Netta and Little Peter sunken rocks that bear from the port at E. by S. or E. S. E. will be avoided, and the East Swan Rocks to the northward, off the N. point of the bay, will be left on the starboard. There is from 10 or more fathoms to 7 off the port, and pretty near the N. point of the creek or river.

MEVIS. See NEVIS.

MEW Island, on the N. E. coast of Ireland, is one of the two small islands to the northward of Copeland Island, of which this is very low. We apprehend that the light-house to the N. of Copeland is erected on one of these islands; in lat. 54 deg. 41 min. N. and long. 6 deg. 9 min. W. the name of the other is Cross Island. Between these and the island of Copeland is a channel of about a mile in breadth, and having 8 fathoms water.

Mew Islands, on the coast of the Spanish main in the W. Indies, between Cape Cameron and Cape Gracias a Dios, lie thwart of the entrance into the bay of Cotoe or Crotoe. They are surrounded with rocks, and are very dangerous, especially in case of hard gulls from the N. and N. E.

Mews Cliff Rock, the only visible rock in Antonio Viana's shoal, in the South Atlantic Ocean, at the distance of from 80 to 90 leagues due W. from Cape Ruyviz to the southward of Cape Negro. It is in lat. 18 deg. S. and long. 9 deg. 20 min. E.

Mewstone, a Rock off the N. E. point of Torbay on the S. coast of Devonshire, at S. E. from Bab's Nose, within which is a smaller rock nearer to the land, which there trends in due W. to the bottom of Torbay, as on the other it runs due N. to Teignmouth. By these marks it will be distinguished from the other rocks of the same name on this coast.

Mewstone, off the E. point of Dartmouth Haven, on the same coast, is a large round rock also, which points out the opening of the River Dart, within which nearer to the land is Blackstone. The land here trends one way to the N. E. to the S. W. point of Torbay, and the other way at N. W. into the haven, which is narrow, and but a short distance across to the W. point, near which is a rock called the W. Blackstone.

Mewstone, near the S. E. limit of the entrance into Plymouth Sound, also on the S. coast of Devonshire, is a remarkable high rock at a little distance from the land, the coast here trending both ways nearly in the direction of S. S. E. and N. N. W. The Ram Head, nearly due W. from it, forms the S. W. entrance into the sound. About a mile at N. W. by N. from the Mewstone is the Shag Stone, and the Shag Rock or Tinker is about three quarters of a mile from that, where is a buoy. See PLYMOUTH.

Mewstone, a great high rock so called, in the fairway from the island of Jersey to St. Maloes on the N. coast of France. It is about half a mile to the eastward of Celambre or Sisember, the intermediate space being full of rocks, but mostly covered at high water. See CESAMBRE.

There is a channel, called the Congie,

between the Mewstone and some rocks to the eastward of it, in the direction of S. and S. easterly; and to sail in by it, run close aboard on the E. side of the Mewstone right in towards the town for two thirds of the distance, when two great rocks will be discovered about a gun-shot from the N. W. point of the town, called the Great and Little Bee.

Mewstone, an elevated rock off the S. part of the coast of New Holland or New South Wales, and the most southerly of all, is about 5 or 6 leagues from the S. W. cape in the direction of S. 55 deg. E. and about 8 or 9 leagues from the S. cape in the direction nearly of W. 20 deg. S. Its lat. is 43 deg. 48 min. S. and long. 146 deg. 27 min. E.

Mexico Gulf, is that part of the N. Atlantic Ocean, which washes the S. and S. W. coast of Florida, the E. coast of New Leon and New Galicia, in New Mexico, and the N. E. coast of Old Mexico or New Spain, in North America. It is properly bounded on the N. by the cape of Florida, and on the S. by the gulf of Darien, or perhaps still more properly by the N. W. point of the isthmus of Darien, supposing a line to be drawn from one to the other. The gulf of Mexico is, therefore, to be considered only as the western part of the great gulf between the northern and southern continents of America. This spacious gulf contains a great many islands of various extent and size; and it receives several great rivers, particularly the Mississippi, the North River, and a great many others of comparatively less note. Its coasts are so irregular and indented, that its lesser gulfs and bays are almost innumerable; as the principal of these, we may note, the Bay or Gulf of Honduras and Guanajos, and the Bays of Campeachy, Palaxay, and St. Louis.

St. Mexios, or Bights of St. Mexios, on the S. coast of Africa, are about 10 leagues to the S. from Cape Lopez, where there is good anchorage in 18 fathoms water. From hence to Cape St. Catharine is 16 leagues at S. E. by S.

Meyland, on the coast of Flanders, is the W. pier head of the haven of Calais, thwart of which lies a bank on which is about 2 fathoms water; but ships may run through between the bank and the main in 3 fathoms at half flood, on the tail of the bank.

Mezurata, or Mejurata Cape, on the N. coast of Africa, or S. shore of the

the Mediterranean, is in the kingdom of Tripoli in Barbary, and to the westward from the gulf of Sidra.

MEZURATA Cape. See MESURADO.

MIANGOLA Island, is one of the three islands within the bay of Mapala, or Amapala, on the S. W. coast of Nicaragua, on the North Pacific Ocean; of which two are large, this being one of them, and lying in the direction of E. and W. See AMAPALA.

MIATA Island, in the South Pacific Ocean, one of the Society Islands, is in lat. 17 deg. 52 min. S. and long. 148 deg. 6 min. W.

MICHA Cape, on the coast of Dalmatia, in the gulf of Venice, not far from the town of Zara, is a point that projects considerably into the gulf.

St. MICHAEL. See BENIEN.

St. MICHAEL, in the island of Malta in the Mediterranean, is a strong town seated on a rock, and separated from the firm land by means of a ditch.

St. MICHAEL's Bay, on the E. side of the island of Barbadoes in the West Indies, is a little to the N. of Foul's Bay. See FOUL's Bay, and COBLER's Rocks.

St. MICHAEL's Gulf, in the S. E. part of Panama Bay, on the S. coast of the isthmus of North and South America, on the Pacific Ocean, is formed by the outlet of Santa Maria and other rivers that fall into it. See SANTA MARIA River.

St. MICHAEL's Island, a small island off the port of Looe in Cornwall, in lat. 50 deg. 18 min. N. and long. 4 deg. 32 min. W. and has high water on full and change days about 20 min. before 6.

St. MICHAEL's Island, on the E. coast of the Isle of Man in St. George's Channel, lies off the N. point of Derby Bay towards the S. E. extremity. Round its N. side the land trends in westward so as to form a narrow isthmus only to Castle Town Bay.

St. MICHAEL's Island, is about a league to the S. or S. by W. from the Devires Sunken Rocks, near Cape Frehel, on the N. coast of France, of which an account has been already given. See DEVIRES.

St. MICHAEL's Island, is in the midst of the haven of Port Louis, on the W. coast of France, which will be discovered before a ship enters the port. Before this island, in 5 or 6 fathoms, or in 3 or 4 fathoms, at low water, is good anchorage. See Port LOUIS.

St. MICHAEL's Island, one of the Azores or western islands so called, in the North Atlantic Ocean, is the largest of that whole group of islands, though Terceira, on account of its harbour, is the most important. It is about 56 miles in length, and contains a great deal of land that is fit for tillage, and is said by some to contain 25,000 inhabitants; and by others 50,000. It is productive in wheat and flax. Its chief town is Punta del Gado, in lat. 37 deg. 47 min. N. and long. 25 deg. 42 min. W. It is directly N. from St. Mary's Island, and has a road on its S. W. side between two points of land; and whether a ship comes round the E. or W. point, two small towns will be discovered, before which is anchorage in 20 or 25 fathoms. It is more frequented than the port of Angra, in the island of Terceira, by strangers, though it has no port; because they may go in and out to or from hence as they please, which is not the case at Angra. The Formigas Rocks are about 15 leagues to S. E. by E. from Point Gado or Gada, and 8 leagues from the N. E. point of St. Mary's Island, having also a round heap of rocks about a mile to the N. W. and at 8 leagues to the W. from the Formigas, and in the midway between the two islands, is another heap of rocks that will be discovered by the breaking of the sea. There is also a little island before the town of Villa Franca, the easternmost on this island of St. Michael, between which and the main is 5, 6, and 7 fathoms. Between the islands of St. Michael and Terceira to the N. W. of it, the variation of the compass in 1769 was observed to be 13 deg. 36 min. W.

Mount St. MICHAEL, or Mount St. MICHAEL, in the bight of the bay to the southward of the islands of Jersey and Guernsey, within Cancale Bay, is a kind of island, situated at low water in the middle of the sands, and at full tide in the middle of the water. As these sands shift, persons who travel over them are under the necessity of taking guides. The tides here are extremely rapid, and come up more swiftly than an English race-horse; so, that if persons are surprised by them, certain death must be the consequence. It is this circumstance that renders this fort and castle impregnable, which, with the high tower, are seen far out of the bay. The ground in the bay is very uncertain, and it sometimes varies from 1 to 13 fathoms within a small

a small compass. The sea also ebbs out to so great a distance, that sometimes the water cannot be seen from the strand.

St. MICHAEL's Mount, in Cornwall, is in Mount's Bay, to the eastward about 4 leagues on the S. coast from the Land's End. It is surrounded by the sea at high water spring-tides, and has a noble and capacious pier or mole at its foot, where a great number of ships may clear and refit, on the N. W. side. About 4 miles at S. E. by S. from the mount, and a large mile from the shore, is a great range of rocks called England's Keys; of these it is necessary to be careful in dark weather. It has been delivered traditionally, that on the edge of this bay was formerly a wood, which is strongly corroborated by the remains which appeared on the 10th of January 1757, after the sands had been drawn off the shore by a violent sea, for 300 yards below the full sea mark, the water was 12 feet deep upon them when the tide was in. These trees consisted of oaks, willows, and hazels, and were found in a horizontal position with their roots entire.

Port St. MICHAEL, at the mouth of the River Guadiana on the S. W. coast of Spain, is sometimes known by the name of Leap, and is 7 leagues to the W. or W. by N. from Palas, and 17 leagues at N. W. by W. from the river of St. Lucar. The bar of St. Michael formerly ran thwart over into the sea, and at half flood had 3 fathoms, and before St. Michael 5 fathoms.

St. MICHAEL, or **St. Miguel River**, on the S. coast of the isthmus between North and South America, is on the North Pacific Ocean, and 18 leagues to the W. from Port Martin Lopez. The land between them is high next the sea, and without any mangroves all the way to the river, in which there is 3 fathoms water at the flood, so that it will admit small vessels. Within the river to the N. E. about 5 or 6 leagues within land, is the burning mountain of St. Michael, in the midst of an open plain. From this river to Guibaltique is 3 leagues to the W. and low land, being full of tall mangrove trees, with several creeks.

MICOYA Bay, is situated on the S. W. coast of Mexico, or New Spain, on the North Pacific Ocean; but we know no more of it, unless it be what in some charts is laid down under the name of **NICOYA**, in lat. 10 deg. 15 min. N. and

having Cape Blanco and Chira Island for its S. E. limit.

MIDDLE BAY Island, near Charleston, or Charleston, in South Carolina, on the coast of North America, on which is a light-house with one lantern, for the direction of seamen along this part of the ocean.

MIDDLE Cape, is to the S. W. from Cape St. Anthony in Staten Land, on the Strait Le Maire, and the most westerly point of that island, at the S. E. extremity of South America; from which the coast trends to the E. S. E. to Cape Bartholomew, between which capes there is a bay.

MIDDLE Ground, is a sand or bank lying N. and S. between the islands of Almack to the W. and Southolm on the E. having buoys at its N. end, in the same direction, which are nearly thwart of the N. end of Copenhagen City. On each side of it to the southward, about one-third from either island, is a channel deep enough for any ship, but shoal near the shore. Ships sail up to these buoys before they turn in W. for the port or harbour of Copenhagen. See **CASPER BUOY** and **COPENHAGEN**.

MIDDLE Ground, a sand or bank so called, which lies along the eastern shore of the Zuyder Zee, from Workum to Mackum and Kornover, westward to the Igelhoeck and Middle Ground Buys, and further up towards Harlingen.

MIDDLE Ground, is the N. end of the Cockle Sand, or the inner sand of Yarmouth roads, thwart of Winterton Ness, between which and the Ness is a channel out to the N. in from 5 to 7 fathoms. The Knowles Sand bears off E. from the Ness, and must have a birth, but it is pointed. There are only 12 feet upon this sand at low water; and to go out from the southward, as soon as the upper light-house of Winterton Ness, which is to the northward of Winterton, bears at S. S. W. keep it in that direction by running out N. N. E. into 8 or 9 fathoms water, when a ship will be clear of the Knowles, and may sail as the wind permits. Or, when the two light-houses are brought one in the other, that mark will carry a ship clear in or out between the Middle and the Knowles. A buoy on the N. end of the Middle Ground must be left on the starboard, in going out to the northward.

But to come from Yarmouth Roads with

with a ship that draws 17 or 18 feet water, it is advised to hold off, and then run up N. between the Cockle Sand and the Knock, through the Cockle Gat, so as to leave the Cockle and Middle Ground on the larboard, and to have the Knock, St. Nicholas, Scroby, and North Knock, or Knowl, on the starboard. In this channel, which goes round the S. end of the Cockle to the N. end of Scroby, there is from 10 to 12 fathoms; and to sail through it, bring the southernmost round tower of Yarmouth to bear with the two southernmost mills, and so run till the tower is open of the mills about its own breadth, and keep on N. between the sands.

MIDDLE Ground, in the River Thames, is a somewhat long and very narrow sand to the southward of the Gunfleet Sand. It lies along in the same direction as the Gunfleet, but is neither so long nor so broad, in the fairway of the King's Channel. There is a buoy thwart the E. end of it on the side of the Gunfleet, by which it is easily found, and it runs nearly, but not quite so far to the W. as the buoy at that end of the Gunfleet.

MIDDLE Ground, is a shoal in the River Thames that lies at the cliff end a little below the hook of Margate sand; it is on the S. side, and near the shore, and has but 14 feet upon it at low water, though there is 4 fathoms on each side. It is a small narrow ridge in the direction of E. N. E. and W. S. W. and about 3 quarters of a mile in length, and to go clear of it, bring St. Peter's church over the E. side of Westgate Bay, or the northernmost tree on the nearest high land to the westward of the Reculvers a little open to the southward of the Reculvers. This tree, which leans a little to the southward, if it be still standing, is a good mark from the Hook downwards, or from Margate sand upwards.

If a ship turns up in the night between Margate sand and the main, by keeping the lead going two Middle Grounds will be found. Upon that next the shore is 5 fathoms and 5 fathoms and a half, and 6, 7, and 8 to the southward, as mentioned under the article of Margate sand. See MARGATE Sand. These Middle Grounds reach up to the Goeree, and become the shoaler the nearer a ship comes to the W. end of them.

MIDDLE Ground, off the coast of Sussex, is the easternmost of two small sands that lie to the southward of the Mixens,

between which and the Mixens is a small channel called the Looe. See LOOE.

MIDDLE Ground, is a sand or bank off the E. coast of Ireland, lying nearly off on the S. from Donaghmore to Arklow on the N. at the distance of about a league from the shore at the S. end, but farther off on the N. See ARKLOW and DONAGHMORE.

MIDDLE Ground, in the River Hughly in the East Indies, near Gillingham; for which see GILLINGHAM.

MIDDLE Ground, in Dryon straits, at the S. E. end of Malacca straits, for which see DRYON.

MIDDLE Ground, is the middle part of a sand so called, between the Capes of Virginia, nearly due N. and S. from each other, but rather nearer to Cape Charles on the N. It is connected with this cape by a very narrow ridge, and forms almost a horned moon. In this part it is almost dry, for near 2 miles in breadth and 2 leagues in length from W. to E. the whole sand being there about 5 miles broad, where it is 5 miles to the N. N. E. from Cape Henry, and almost 4 to the S. from Cape Charles. The whole length of the sand in its circuitous form is near 8 leagues. The channel into the bay of Chesapeake is consequently along its S. and S. W. side, giving Cape Henry on the larboard a birth from half a mile to a league at going in, keeping a course more or less to the N. of W. as the cape is passed at a smaller or greater distance. Bring Cape Henry at S. E. at the distance of 4 miles from it, and keep it nearly in that direction for 5 or 6 leagues, to avoid this sand bank, as well as the Horse Shoe Sand on the S. W. side of the channel, which is no where less than a league broad, and generally in the fairway has from 5 to 8 fathoms water, though in one place at about 4 leagues to N. W. from the Cape there is but 4 fathoms. On the rest of the Middle Ground Bank or shoal, there is from 3 to 4 fathoms and a half near the E. part, and 2 fathoms and a half to 3 near the W. part of it.

MIDDLE Island, or MILDAN Island, is a small island near the coast of Pembrokehire in Wales between Scaumore or Scaln Island, which is a large rock to the W. from St. Bride's Head, and the main. About this island and along the shore of St. Bride's Head, it is all dangerous, full of sunken rocks, and very difficult.

MIDDLE Island, on the W. coast of Ireland

Ireland, is the same as Gregory's island on the S. side of the passage or channel from the W. to Galloway bay. It is between the Great Arran to the W. and Little Arran to the E. and from its situation probably received this name. See GREGORY'S Island.

MIDDLE Island, one of the Prince's Islands in the straits of Sunda, in the Indian Ocean, is in lat. 5 deg. 57 min. S. and long. 104 deg. 35 min. E.

MIDDLE Islands, or *Ilhas de en Medio*, on the W. coast of New Mexico, are between Chira island and the island of St. Luke, in the direction of N. N. E. and nearly in the midway, from whence probably they received the name. There is not more than from 6 to 7 fathoms water from Chira to these islands; and all ships which sail this way, whether to the northward or southward should be careful to borrow of the islands, and to keep nearer to them than to the main. The island of Guayavas is not far from these islands, and nearest to the outermost of them. They are on the N. Pacific ocean in lat. 9 deg. 30 min. N.

MIDDLEBURGH, is a city of Zealand in the island of Walcheren, on the coast of the Low Countries, with a large and commodious harbour that communicates with the sea by means of a canal of about a league in length. It is in lat. 51 deg. 32 min. N. and long. 3 deg. 39 min. E.

MIDDLEBURGH, or EOOA Island in S. Pacific ocean, is one of the groupe called Friendly Islands, and is about 10 leagues in circuit, being the most southerly of all those islands. See EOOA or EA00.

MIDDLEBURGH Shoal, is about 27 or 28 leagues to the E. from Cicer de Mar in the eastern Indian ocean, in lat. 10 deg. 55 min. N. It is a reef which is known by that name, and has the dangerous rocks of Prinzen's Klippen at about 16 leagues farther to the E.

MIDDLEMOST Corner Buoy, is the sixth buoy of the Stortelmeck channel into the Zuyder Zee, by the E. end of Vlieland or Fly Island; the fifth being called the Outermost Corner Buoy, and the seventh known by the name of the Innermost Corner Buoy. A tail of sand runs from the shore between the outermost and middlemost, and reaches almost to the buoy, over which ships from without may sail; there the stream

breaks through the walls and scours the tail over to the N. shore.

MIDLUM. See MIDDLE Ground, TEXEL, or ZUYDER Zee.

MIGUEL. See MICHAEL.

MILAND Island on the N. shore of the channel or passage from the westward to the bay of Galloway, on the W. coast of Ireland. Conichin Bay lies within it, and between this island and the small island of Hilty Roes to the westward is a very fair and open channel of about a mile over from the outer rocks which stretch themselves from the island, and having a depth of 12 fathoms. See CONICHIN.

MILASO, on the N. coast of the island of Sicily in the Mediterranean, towards the E. end of the island, is a long projecting point of land, round which are some sunken rocks. It forms a good bay on each side, in which is anchorage, in pretty clean ground, the depth on the E. side being in some parts 20 fathoms.

MILDAN Island in St. Bride's Bay, on the coast of Pembrokeshire in Wales, the same as Middle Island. See MIDDLE Island.

MILDENHALL, situated on the river Lark, in the county of Suffolk, being a branch of the River Ouse, is only remarkable for a lofty steeple, and is not navigable hither only for boats. It is in lat. 52 deg. 29 min. N. and long. 26 min. E.

MILENA Island, on the N. coast of France, from the N. end of which about 2 miles to the W. begins a ledge of rocks called the Capraux, which stretches from thence about half a league to the S. W. The Irondille, a rocky shoal which is sometimes visible, lies within it.

MILFORD Bay or Creek, on the coast of Connecticut in New England, in North America, is on the N. shore of Long Island sound, about 6 miles to the W. from Newhaven, and 4 miles to the E. from Stratford.

MILFORD Haven, is a very large, spacious, and secure harbour of St. George's Channel, on the S. W. part of Pembrokeshire in Wales, just at the northern entrance or limit to the Bristol Channel, and said to be the most commodious harbour belonging to Great Britain. It is situated between Westdale Bay on the N. W. and Freshwater Bay on the S. E. or, considered in a more extensive view, between St. Bride's Bay on the N. W. and the N. W. part of St. Gawan's Point on the S. E. This harbour

bour was fortified in the year 1757, to prevent the attacks of an enemy, for which the British parliament voted the sum of £10,000. This sum was expended on the fort of Neyland, and found insufficient for its completion, in which state it now remains. But, notwithstanding the very high encomiums bestowed upon this harbour, we are not sufficiently assured of its having answered the public expectation, with respect to utility; and the reason seems to be, its being so much exposed to all points of the compass in the approaches towards it, as it is found to be extremely dangerous in tempestuous weather to stand for the harbour, and inconvenient and equally hazardous to get out of it, except with particular winds. It is a spacious harbour, and has 16 deep and safe creeks, 5 bays, and 13 roads, all distinguished by their respective names, in which 1000 sail of ships may ride in perfect security, at a sufficient distance from each other. In this harbour spring tides rise to the height of 6 fathoms, and 26 feet at neap tides, so that ships may at any time be laid on shore. Its lat. is 51 deg. 45 min. N. and long. 5 deg. 20 min. W. and it has high water on full and change days at 5 o'clock, or a little after.

The harbour's entrance will be readily known by the 3 islands to the N. W. of it, all of which are in sight, and the island of Lundy to the S. E. or S. E. by E. The 3 former are distinguished by the names of Scoockham, Scaumore, and Gresholm, the nearest of which is about a league and a half at W. N. W. from St. Ann's Point; and the entrance into the harbour has a light-house on St. Ann's Point on the larboard, with two block-houses on the cliffs, one on each side, and a small island called Sheep Island just at the entrance on the E. side, and another called Rat Island like the Mewstone at Plymouth, but not so large. The breadth of this harbour at the mouth is near half a league, and the channel deep, nor is there any danger but what is close along the cliffs, excepting a small sunken rock, about a quarter of a mile to the W. of Rat Island, which has 17 feet water upon it at the lowest ebb of a spring tide. Between this rock and the island there is a good channel of 4 fathoms. To the N. E. from Rat Island is a great rock above water at the distance of half a league called the Stake,

but this is bold also. When a ship is within the harbour, Dale road presents itself on the larboard, where ships may ride landlocked in 3 fathoms at low water; and on the starboard side, above the Stake, is Angel Road, where there is 4 fathoms at low water. For 10 miles farther up the harbour, there is anchorage all the way in from 13 fathoms to 3 fathoms at the ebb of spring tides.

This port, by the Act of Parliament of 1795, is required to procure 70 men in aid of raising a body of 20,000 seamen for the use of his Majesty's navy.

MILFORD Haven, is a deep bay on the coast of Nova Scotia in North America, to the S. W. round the point of the strait of Canso. Several rivers and rivulets discharge their waters into it from the N. W. and S. W.

MILIO Island, is one of the large islands near the shore on the N. coast of France, to the westward of the Seven Islands, between them and Lanion Haven; besides which, there are a great many others all along this shore.

MILK Haven, on the N. W. coast of Ireland, is a little to the S. W. from the nearest limit of Donegal Bay, or perhaps, within a small island on the S. E. side of the bay, that lies near the shore.

MILL Cove, a place so called on the S. side of the Isle of Wight, to the westward of Bonchurch or Boniface Point, towards Steeple Cove, or rather, as it is now expressed, Steep Hill.

MILL Island, near the N. W. end of Hudson's Straits in North America, is N. by W. from Nottingham Island, and S. by E. from Cape Comfort, but nearer to the latter. The lat. is 64 deg. 36 min. N. and long. 80 deg. 30 min. W.

MILL Island, is a small island so called, in that branch of Chegneeto Bay, which runs up due N. whilst the bay particularly so called runs in to N. E. It is nearly due W. from the nearest point of land, about 4 miles distant.

MILLAN Island. See MILAND Island.

MILLER'S Pool, within the harbour of Falmouth, into which ships sometimes go, is on the western or larboard shore. When a vessel is abreast of St. Mawe's Castle, and would go in here, she must steer over in 4 or 5 fathoms on the W. side until Manacles Point be shut within the castle, taking care to keep it so on account of the point of St. Mawe's Bank on the E. side, till Pennycomb Quick be shut into

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the

the E. point of Smithick, and then steer on the E. side into 12 or 13 fathoms against the Middle Hedge End on the E. side; but do not go up to open the little church of the point of Miller's or Milor's Pool, where there is shoal water, being deeper as it is lower down.

MILLES'S Islands, a name given to Prince's Island and Cracatoa, near the W. end of the island of Java, in the East Indies, near the entrance of Sunda Straits.

MILO Island, one of the Archipelago islands, sometimes called MELOS, about 19 or 20 leagues to the N. of Candia Island. It consists almost entirely of a spongy hollow rock, which is pervaded by the sea water. Here is a continual subterraneous fire, and in one place a volcano with baths and very hot springs, and also some purging waters. There is an excellent harbour about half a mile from the town, which is in lat. 36 deg. 41 min. N. and long. 25 deg. E. It is one of the largest and best harbours in the Mediterranean, and serves as a retreat for all vessels that go to, or come from the Levant. In the passage from Cape St. Angelo to Smyrna, across the Archipelago, this island is left on the starboard side, being nearly in the direction of E. by N. from the cape. It is high land, and, on first making it from the westward, shews in two hills, of which the southernmost is the biggest. On the N. side of Milo is a good haven, which goes in at S. E. by S. or S. E. and is secure from all winds; but there goes a great sea with a northerly wind; though it is very good when a ship is in a proper bearing within the haven. No ship must go in here, nor moor when it is in, without a pilot. Close to the haven of Milo, so as almost to block it up, by which it is rendered more secure, is the small island of Antemilo; between them are several rocks, but the pilots will direct ships through into or out of the haven. Argentera Island is to the N. E. from Milo.

MILLSAVE Point, on the N. coast of France, is the S. point of Plempoul harbour, within the islands of Brehat, for which see PLEMPOUL.

MILTHROP, is a village of Westmoreland, situated on a small creek near the mouth of the river Ken or Kan, and the only port which that county affords. It can only receive small vessels; but it ex-

ports the fine Westmoreland slates to Liverpool, London, Hull, and other parts of the kingdom.

MILTON is a town of Kent, situated on a branch of the River Medway, near the island of Shepey, and noted for its excellent oysters, in lat. 51 deg. 22 min. N. and long. 52 min. E.

MILTON, is a town on a river of the same name, about 7 miles to the S. of Boston in New England on the coast of North America; which river falls into Boston Bay, about 2 miles from Dorchester, and 6 to the N. W. from Braintree.

MINAS or Les MINES Bay, is on the S. E. side of the great gulf or bay of Fundy on the coast of Nova Scotia in North America. It is situated to the E. N. E. round the cape of its name, and is about 30 leagues from the entrance of Annapolis, being about 12 leagues in length and 3 in breadth, into which several rivers discharge their waters, particularly the Canard, the Caobegat, and Pisegat. It is about 10 leagues from the bottom of Bedford Bay; and is sometimes called Le Grand Praye.

Castle MINAS on the W. coast of Africa, is about 2 leagues and a half at W. by S. from Cape Corse or Cape Coast, and 3 leagues at E. N. E. from Commenda or Ampenie. It is sometimes called St. George. See St. GEORGE'S Castle.

MINAS, or de las MINAS Hill, is the middlemost of the three hills described as marks within land for Bonaventure Bay and River, on the coast of Peru, in South America. See BONAVENTURE Bay.

MINCHO or MINIO River, is a large river of Spain so called, rising in the N. E. part of Galicia, from whence it runs S. W. and passes by Lugo, Ortense, and Tay, and divides Galicia from Portugal; and discharges its waters into the North Atlantic Ocean at the town of Caminha, which is a little to the northward of Viana. See MINHO.

MINDANAO Island, one of the largest of the Philippine Islands, in the eastern Indian Ocean, is situated between 5 deg. and 10 deg. of N. lat. and from 120 deg. to 126 deg. of E. long. Its length is 180 miles, and the breadth 120. The rest of the Philippines are to the N. of it, and it has the island of Celebes or Macassar

Macassar and the Moluccas on the S. It is subject to its own prince, called the Sultan of Mindanao. It possesses some good harbours, and the natives build ships in which they trade to Borneo and Manilla. The weather is very temperate, notwithstanding its being between the tropics, and its proximity to the equator or equinoctial, from its having alternate sea and land breezes, as in the West India Islands. From October until May the winds that prevail are easterly with fine weather; but from May till October they are westerly, with violent rains and tempests, and more especially in July and August, which are followed by prodigious heavy fogs in the month of September. The soil of the island is generally good, and has well-watered valleys. The S. E. coast of this island has been described under the article of Cape St. Augustine, so far as relates to its situation; to which we shall add, that it rises in little hummocks which run down to a low point at the water's edge, and is distant 22 leagues at N. 40 deg. E. from Hummock Island, a small island off the extreme S. point of Mindanao. See HUMMOCK Island. The variation of the compass off this part of the coast in the year 1767 was from 1 deg. 20 min. to 45 min. E.

MINDANAS, in the island of Mindanao, is in long. 122 deg. 55 min. E.

MINDORA or MINDORO Island, is one of the Philippines in the eastern Indian Ocean, in the direction of S. W. from the principal island of Luconia or Manilla, from which it is divided by a narrow channel. It is about 70 leagues in compass, and is high and mountainous, at the distance of 8 leagues from Manilla and 5 from Marinduque. Its S. point is in lat. 12 deg. N. and long. 121 deg. 25 min. E. and the N. W. point in lat. 13 deg. 30 min. N. and long. 119 deg. 10 min. E.

MINDORA or MINDORO Strait, is the passage or channel between the S. W. end of Luconia and the N. E. end of Mindoro, consequently lies in the direction of N. W. and S. E.

MINEHEAD, in the Bristol Channel, on the S. shore, has a harbour, with a pier, where small vessels lie aground, and where pilots may be had to carry ships up to Bristol. On other authority we are told that it has a fine quay, and that the largest ships may enter the harbour, and ride there in safety. Many of its in-

habitants are employed in fishing, and 3 or 4000 barrels of herrings, which come up the Severn in large shoals about Michaelmas, are annually caught and cured here, from whence they are exported to the Mediterranean and others ports of the continent. It is about 6 leagues to the E. from Ilfracombe or Ilfordcombe on the N. coast of Devon, and but a small distance of a league or little more to the E. from Portlock on the coast of Somersetshire. It has high water near 6 o'clock on the days of spring tides, and is in lat. 51 deg. 12 min. N. and long. 3 deg. 34 min. W.

This port is required to raise 18 men, as a quota for producing 20,000 seamen from the ports of Great Britain, by an act of parliament of 1795, for the use of his majesty's navy.

MINEHEAD, is a point of land so called on the S. coast of Ireland, nearly at midway between Youghall at W. S. W. and Dungarvon at E. N. E. or N. E. and to the eastward of Ardmore Head and Bay.

LES MINES, in the bay of Fundy on the coast of Nova Scotia in North America. See MINAS.

MINGAN Island, is a small island, in the gullet or channel to Brest Road, and about two thirds at S. S. E. across the channel from the fort on the N. shore, called the battery of Leon or Mingan, in the bight of the coast.

MINGAN Islands, on the N. shore of the mouth of the river of St. Lawrence, are about 10 leagues only from the island of Anticosti. Here is a very secure harbour for ships in all weathers, with excellent anchorage, and great plenty of cod fish, for which fishery it is very conveniently situated. The tides here rise from 10 to 12 feet, and the islands lie in lat. 50 deg. 15 min. N. and long. 63 deg. 25 min. W.

MINGAR Point, between St. Maloes and Cancale on the N. coast of France, is to the W. from Rochfret point, and has several chains of rocks or islands one within another, lying off from it in the direction of W. S. W. and E. S. E. known by the name of Les Quincats.

MINGULA, an island in the gulf of Honduras on the Spanish main, which is due S. from the W. side of the Salmadinas shoals.

MINHO River, forms a good bay at its mouth, if ships take care of the proper time to enter it. The flood tide is

the only time when ships can run into this river, and they must be forward enough to run in with the tide so far that they may come to an anchor and be well secured from the ocean, before it is high water, or at least before the ebb begins to set out again; for the sea runs out with such an astonishing rapidity, that no vessel can possibly withstand it. See MINCHO.

St. MINIM or *St. MININS* Haven, on the N. shore of the Frith of Forth, is one of the small havens between Fifeness and Ellness which dry at low water, but it has of late been suffered to go to decay, though it had formerly, like the rest, a stone pier to defend it from the effect of easterly winds.

MINORCA Island, is a considerable island of the Mediterranean, about 17 leagues to the N. E. from the island of Majorca, and the least of those which are called the Balears. Its length is about 30 miles and its breadth 12. The country is mountainous, but has some fruitful vallies. Citadella is deemed the capital of the island; but Mahon, Lahor, and Mercadal, are places of note, particularly Mahon on account of its excellent harbour, for which the island is chiefly valuable. Its particular places of note will be found under their respective heads. Its N. W. part is in lat. 39 deg. 58 min. N. and long. 3 deg. 35 min. E.

MINOU Point, of which there are two, called Great and Little Minou, are at the W. point on the N. shore of the entrance to the gullet or channel of Brest Road. The coast trends outwards to the road of Bertheaume at N. W. by N. and inwards to Mingan or Leon Battery at N. E. Off the point is a windmill, called Toulbroch Mill.

MINTON Island, on the western coast of the island of Sumatra, is a considerable island a little to the southward of the equinoctial, in lat. 20 min. to 55 min. S. and in long. 97 deg. 10 min. E.

MIQUELON Island, a small desert island so called, situated to the S. W. of Cape May in Newfoundland, on the coast of North America, in lat. 47 deg. 4 min. N. and long. 55 deg. 55 min. W. There is a passage or channel from the westward along by the N. end of this island into Fortune Bay on the S. coast of Newfoundland. It is the most westerly of what have been called the 3 islands of St. Pierre or St. Peter, and is

not so high as the other two; but its soil is very indifferent, and it is not more than about three fourths of a league in length. It is sometimes call MAGUELON.

MIRA. See *MIRAY.*

MIRACHI Port, on the coast of Nova Scotia in North America, is at the mouth of a long river of that name; between which and the bay of Chaleurs are some other small bays that run up a good way into land. There is a small island at the bottom of it, besides several others near the entrance.

MIRAHUT. See *MARABUT.*

MIRAY Bay, on the coast of the island of Cape Breton, is to the S. from Morienne Bay, with a long narrow lake inward to the S. W. to the N. of the town or capital of Cape Breton about 4 leagues. The entrance to this bay is about 2 leagues broad and 8 deep, and grows narrower as ships sail up it; but large vessels may go up 6 leagues, and have good anchorage, and lie secure from all winds. Several small rivers discharge themselves into this bay; and it is separated from Morienne Bay on the N. only by the point called Cape Brule. Its lat. is 46 deg. 5 min. N. and long. 59 deg. 49 min. W.

MIRNES. See *MAERNS.*

Cape MIRRICK, on the W. coast of Africa, is 18 leagues to the N. of Cape Tindel, and is on the S. side of the river St. John, which extends itself 2 leagues into the sea, and has a bank on the S. side of it that extends two leagues farther. On the E. side of the bar of Cape Mirrick, there is also a salt pond.

MISCAN Island, on the coast of Nova Scotia in North America, is about a league to the S. W. from Bonaventura Island, and about 8 leagues in circumference, and has a good harbour. This is probably the same with *MISCO* Island at the entrance of Chaleurs Bay, which is in lat. 48 deg. 8 min. N. and long. 64 deg. 21 min. W.

MISENO Cape, on the coast of Italy near Naples in the Mediterranean Sea, between Puzzoli and Cuma. The ruins of the ancient Misenum are on this cape.

MISMERE Haven, on the coast of Suffolk, is about 2 miles to the S. of Dunwich, and a very little to the southward of sluice house, at which place a small rivulet falls into the sea from the W.

MISSEN Head. See *MIZEN* Head.

MISSEREN. See *AMISSEN.*

Mis-

MISSISSIPPI River, is the most considerable river of North America, and runs from N. to S. quite from the interior parts of Canada to the N. shore of the gulf of Mexico, where it discharges its waters by several mouths or branches, and forms the western limit or boundary to W. Florida. An island of considerable length is formed by means of these branches, which are situated between the lat. of 29 deg. and 30 deg. N. and between the long. of 89 deg. and 90 deg. W. Including all the meandrings of this famous river, its course may be deemed at not less than 1600 leagues, having received in its course the great rivers of Illinois, Mislaures, Ohio, and many others of great importance. Its width is variable, but generally considerable; and, by means of its branches, lays open the inmost recesses of part of the great continent of North America, and affords an amazing inlet for commerce to the places near which it passes in its progress. But the circumstance of its being choaked up at its mouth, is much to be regretted, where the sands and shoals form a bar that has not more than 17 feet upon it, and in some particular seasons not more than 12 feet; but there is not less than 100 fathoms within the bar, and it is free, to a great extent, from shoals and cataracts, and of a good depth throughout. Neither is the current to be considered as rapid, so that its navigation is no way hazardous, unless at the season of the year when it overflows, at which time it becomes extremely rapid and dangerous.

The country on each side of the mouths of this river is quite uninhabitable, on account of the frequent inundations, as well as from the barrenness of the soil, that produces nothing but rushes, canes, and some kinds of trees, of which a great part lie rooted up by the force of the water; but it is a delightful country a few leagues higher towards the island, and covered with vines and all sorts of fruit trees, and the ground produces plenty of Indian corn, pulse, and other grain, and yields two crops in the year. That mouth, which is known by the name of the pass of Balize is most frequented by shipping, and on that account is commanded by a fort erected on a small island at the entrance, probably what is called Fort Crevecoeur; and the bar, formed by the mud of the river, is 3 quarters of a league broad. Ships must be

within 2 leagues of the land, and in 4 fathoms water, before they can perceive the land, being so very flat and low near the shore.

To the fall or cataract of St. Antonie, or St. Anthony of Padua's Leap, it is 800 leagues, where it is 30 fathoms deep, and in lat. 46 deg. N. which cataract is formed by a flat rock that is more than 7 fathoms in height and stretches across the river, to the breadth of 250 yards.

MISTAKE Bay, a large bay so called on the W. side of the entrance of Davis's Straits, and to the N. of Hudson's Straits, from which it is separated by a peninsula of the N. main on the W. and Resolution Island on the S. It is to the N. E. of Nieva Island and N. W. from Cape Elizabeth.

MISTAKEN Bay, on the N. W. coast of the southern island of New Zealand in the South Pacific Ocean, is to the N. E. from Doubtful Harbour in the direction of the coast, and in lat. 44 deg. 24 min. S. and long. 168 deg. 48 min. E. The variation on this coast is 14 deg. 31 min. E.

MISTAKEN Cape, the S. point of the easternmost of the Hermit's Islands, is about 3 leagues at E. N. E. from Cape Horn, at the S. extremity of Terra del Fuego, at the extremity of South America. Between these it is supposed there is a passage into Nassau Bay.

MISTAKEN Point, to the westward of Cape Race at the S. E. point of the island of Newfoundland, and to the eastward of Cape Pine, is so called because it has been frequently mistaken by seamen for Cape Race when they first make the island of Newfoundland from the southward, though it is 2 leagues distant from it to the W. N. W.

MITOMBA. See **SIERRA LEONE** River.

MITRE Hill, on the coast of Arabia, is a remarkable hill, between which and Old Aden at midway is a depth of 21 fathoms and bold soundings, with good holding sand and a bluish ooze; the best of the road will be known by a trankey (or smaller kind of religious house for the Dervises) on the shore, and some very remarkable trees near to it. The tides and currents run very sharp here, and on the approach to the straits of Babelmandel.

MITYLENE. See **METELIN.**

MIVAMICHI Bay, off which is St. John's Island, has Point Portage for its northern entrance, from whence the coast turns

turns in to the W. There are several islands to guard and shelter its mouth, and a small river falls into it from the N. W. at the distance of about 3 leagues W. from Point Portage, as do others from the W. at the bottom of the bay. The S. point of the bay forms the western point of the channel from the N. within St. John's Island, as the N. point forms the eastern.

MIXENS, a sand which lies about 2 or 3 miles to the southward from the S. point of Selfea, which is to the eastward of the opening or entrance into Chichester Harbour, and comes dry at low water; to the southward of which are two other small sands, between which and the Mixens is the channel of Looe. See **LOOE**.

MIXOAL Island, one of the Moluccas or Spice Islands so called in the eastern Indian Ocean. Though not large, it is an island of some extent, to the N. of Ceram, in lat. 2 deg. S. and long. 129 deg. E.

MIXON or **MIZEN**, a sand so called in the river Hughly in the East Indies.

MIZEN Head, on the E. coast of Ireland, is to the northward of Donaghmore, to the N. of which, at about a mile distance from the shore, is the sand called the Glaskerman. This head is a league and a half to the N. of Arklow, but it is a mark for sailing either within or without the sand to Arklow Head, the directions for which will be found under the article **GLASKERMAN**. Its lat. is 52 deg. 52 min. N. and long. 6 deg. 44 min. W.

MIZEN Head, on the S. coast of Ireland, is about 6 leagues to the S. E. from Cape Dorset; between which the spacious bay of Bantry goes in, containing divers havens and roads. About a league or more to the northward of this head is a small point called Three Castle Head; and upon the strand are 3 towers, which will not however be seen readily, but by those who are pretty near to them and to the land. From Mizen Head to Cape Clear it is about 5 leagues. It is in lat. 51 deg. 17 min. N. and long. 10 deg. 6 min. W. and has high water on full and change days at 3 o'clock.

MIZEN or **MIXON** Sand in the River Hughly in the East Indies, has been already noticed under the articles **KEDGARE** and **LONG** Sand.

MOAGES Islands, on the N. coast of South America, in the entrance of the gulf of Venezuela, are to the W. of the

island of Aruba, and are about 8 or 9 in number, in the direction of N. and S. Of these the southernmost is the largest; but they are all, except one, low and flat islands and full of trees.

MOBILLE Bay, on the S. coast of West Florida, is sometimes a distinguishing name for the mouth of the river so called. See **MOBILLE** River.

MOBILLE River, in the country of West Florida, near the S. part of North America, is a large and noble stream, and navigable for some kind of vessels or other almost to its source. It runs from N. to S. and nearly parallel to the great River Mississippi, falling into the gulf of Mexico to the W. of Pensacola, where its mouth forms a large bay, having Fort Mobile on its western shore some leagues up the bay.

MOCHA, **MOCHO**, or **MOCO**, is a large city of Arabia, having an harbour near the straits of Babelmandel, at the entrance of the Red Sea, in lat. 14 deg. 0 min. N. and long. 44 deg. 25 min. E. This harbour, which is situated to the northward of the town, is defended by a castle built of blue stone. It is situated on a sandy and barren soil, and vegetables are carried to it from a distance of 15 miles, and their sheep from the opposite coast of Abyssinia in Africa. To sail up to Mocha, as soon as a ship is within the straits of Babelmandel about a mile, run up at N. W. half W. for 6 leagues in from 10 to 12 fathoms, within 4 miles of the shore, and then N. W. by W. for 8 leagues in from 4 to 20 fathoms. This last course will bring a ship fair up with a shoal that lies to the southward of Mocha Road, which must not be approached nearer than to 11 fathoms, as the soundings at a less depth are very uneven, and not to be depended on. Keeping in this depth, bring the highest mosque in Mocha to bear at E. by S. southerly, and then haul in for the road, where there is anchorage in 5 fathoms, or in any other situation at pleasure.

There are no tides in this gulf, but a constant current which sets either in or out, according to the season of the year; for the stream generally sets as the wind blows. From the beginning of April to the middle of August, a S. S. W. and S. W. and sometimes variable to the W. is the prevailing wind, accompanied with squalls and gusts, and sometimes much rain; and the other part of the year it blows

blows from E. S. E. and S. E. by E.

It must not be omitted, that from the strait to the port of Mocha there are very good soundings, and ships may anchor any where in 8 or 10 fathoms; but the strait is narrow, being only 2 miles broad, though the wide entrance is 7 leagues across. In the broad passage it is very hard anchoring, whatever the necessity may be, as there is from 40 to 60 fathoms, which is sufficient to shew the difficulty of weighing anchor, besides a fierce and rapid current running there.

MOCHA Island, on the coast of Chili and W. side of South America, is situated on the South Pacific Ocean, in lat. 38 deg. 28 min. S. being plain and low on the N. side, but rocky on the S. side. Though the coast is low and sandy, the middle is fertile in maize, wheat, grain, and fruit. This island is 25 leagues due N. from the Morro del Bonifacio, and opposite to the River Imperial on the main, from which it bears about W. N. W.

MOCKBEGGAR'S Hall, on the coast of Norfolk, is in the midway between Winterton and Hasleborough, off which, not far from the shore, is a flat over which no ship can sail; and between this flat and the shore is a small channel of 2 fathoms, but without the flat from 6 to 7 fathoms.

MOCOMOKO, sometimes called the Little Oroonoko, to the S. E. from the great river of Oroonoko, on the E. coast of South America, and to the westward of Amacum, at the distance of 4 leagues.

MOCUPE, or **MOZUPE**, on the coast of Peru, on the South Pacific Ocean. See **MOZUPE**.

MODENA River, in the Isle of Wight, on the coast of Hampshire, in the English channel, more usually and properly called Medina. See **MEDINA** River.

MODER and **Daughters** Islands, a long island at the distance of 2 leagues E. by S. from the Father Island, with two small ones, so called, near the E. coast of South America, and not far from the Conitables. See **FATHER**.

MODON, or **METHONE**, is a considerable trading city of the peninsula of the Morea in European Turkey, in lat. 36 deg. 52 min. N. and long. 21 deg. 35 min. E. It has a good harbour, which is defended by a castle, and lies 6

leagues to the W. of Coron. It is E. of the point called Cape Sapienza, and the anchoring place before it is a clean fair strand, with good ground, and any depth of water that may be desirable. There is a way into the road between Cape Sapienza and the castle, but there is no anchorage until a ship is within a mile of the castle, where there is a depth of from 20 to 10 fathoms. Into this road are several channels, and the entrance is not without some difficulties; and these will be removed in the best manner by taking a pilot at Sapienza, and the same for the haven of Navarin to the N. of Sapienza on the other side of the point. Several islands lie off this bay and off the point, between which ships may sail if they are bound from the open sea to Modon. There is a very good road 5 leagues to the N. of Modon, where ships may be secure from easterly or westerly winds; but a S. or S. S. W. wind blows right in, and renders it a very uneasy situation.

MODRIL, or **MADRIL**, near Malaga, on the N. W. shore of the Mediterranean. See **MADRIL**.

MOGODORE, or **MAGADORE** Island, on the W. coast of Africa, is 13 or 14 leagues to the S. S. W. from the point of Saffa, opposite to the N. E. end of which island there shoots out a great ledge of rocks from the main; it is necessary to be particularly careful of these, because such of them as are nearest to the island are always above water, but the others are not. In coming from the northward, if a ship is destined to go in behind the island, run between those rocks and the island close by them, so as to leave them on the larboard side, where there will be a depth of 5 fathoms. There are other rocks on that side of them which are only seen at low water; and when a ship comes to the outer end of them, it may luff up by them towards the main, and have 3 fathoms water and good ground. Yet it is but an indifferent place to anchor in, if it comes blowing weather, for the sea breaks violently upon those rocks; but farther on the starboard side under the island, there is good lying in 2 fathoms and a half water. This island is in lat. 31 deg. 28 min. N. and long. 9 deg. 35 min. W. On full and change days it is high water along this coast from half past 1 o'clock to 2, or after.

But it must not be forgot, that from
the

the S. end of this island there lies out a little reef towards the main land; and to the southward of that; there is another bank which runs out into the sea a league and a half. In going out at the S. end, therefore, ships must run along by the shore of the main, until they have passed the reef, and then keep by the bank, which will soon bring them into deep water, so as to sail any where at pleasure, in from 4 to 10 fathoms or more. It is about 25 or 26 leagues from this island to Cape Geer. See MAGADORE.

MOHACA Gulf, on the N. W. shore of the Mediterranean Sea, is between Cape Gatte to the S. S. W. and Almaron to the N. E. There are two rivers come into it, and it has anchorage in from 8 to 12 fathoms under the N. shore of this gulf, the N. E. point of which is rocky and foul.

MOHANZO Cape, on the coast of Arabia in the Indian Ocean, in lat. 24 deg. 25 min. N. and long. 67 deg. 10 min. E.

MOHAWK River, in the province or state of New York in North America, possesses many good harbours; and in one particular place it has a large cataract or water-fall, where it is only a quarter of a mile broad, called the Cohoes, which falls 70 feet in perpendicular height.

MOHILLA Island, is one of the Comora islands so called in the Indian Ocean, within the channel of Mozambique, between the island of Madagascar and the continent of Africa; at which islands the East India ships, which are bound for Bombay and the Malabar coast of the peninsula of India, usually touch in their passage thither. It is in lat. 11 deg. 55 min. S. and long. 45 deg. 0 min. E.

MOISIE River, on the N. shore of the river of St. Lawrence in North America, is about 3 leagues to the W. S. W. from Little Saguenay River, from which to the W. N. W. within the Seven Islands, is a bay so called from these islands.

MOKA LONGA River, on the E. coast of the peninsula of Malacca, in the Eastern Indian Ocean, is in the way to Siam River, the land here falling in to the N. W. so as to make a deep bight, and stretches away westerly towards the river of Siam. It is to the N. and N. W. of Pepy.

MOLA, on the coast of Italy, is within

the point of Gaieta, to the N. W. from Naples, and may be deemed the eastern limit of the bay of Gaieta or Vigo, opposite to which, within the point of Gaieta, is good anchorage in from 9 to 15 fathoms. It is 12 leagues nearly to the N. from the island of Irchia.

Cape MOLA, is a point of land to the E. of Mahon Harbour, in the island of Minorca in the Mediterranean, on which is a signal-house, or watch-tower, from whence signals are conveyed to the garrison, giving an account of all vessels that may be passing or approaching the island. To denote a single small ship, a bush is hung out, and for a large ship a ball, and two or three balls for a like number of ships; but a flag is the signal for a fleet on the side of the tower where the ships are seen. It is high land, and almost separated from the island by Philipet Cove, and a small bay on the N. side, and it might be rendered an almost impregnable fortress at a moderate expence, as it is every where, except towards the harbour, surrounded by inaccessible precipices, and joins the country by a sandy isthmus that would very easily be converted into an island.

MOLATO Island, is one of the principal islands on the coast of Dalmatia, in the gulf of Venice, in the Mediterranean Sea, and is situated between Long Island and St. Pedro de Nino Island. It has a fine haven called Porto de MOLATO, wherein ships may ride, having from 30 to 35 fathoms water.

MOLD Island and Rock, on the N. W. coast of Cornwall, are to the eastward of Pentire Point, or the eastern limit of the haven of Padstow. Ships may sail in between it and the shore, if there should be occasion, and come to an anchor in the bay, at the easternmost point of which bay is the small bay of Portqueen, used by fishermen, where a pilot may be had to go into Padstow.

MOLENE, an island so called, to the S. E. from Ushant Island, near the N. W. extremity of the coast of France, with Belance, Beneguet, Hanet, Queen, or Quemenes, and other small islands and rocks that form the W. side of the channel, called Passage de Four, being the fairway to the southward along the W. coast of France. Ships that cannot weather the island of Ushant, on account of the flood-tide, may run through between it and these islands, keeping in mid channel,

nel, and have 6 or 7 fathoms water at the ebb. It is sometimes called **MOLINE** and **MORLENE**.

MOLEOMBA, on the S. coast of Africa, is to the southward of Cacongo River, and to the northward of Cabenda, in lat. 5 deg. 15 min. S. and long. 13 deg. 18 min. E.

MOLEON Island, one of the large islands near the shore on the N. coast of France, between the Seven Islands and Lanion Harbour.

MOLETTA Rock, in the mouth of the haven of Leghorn, on the coast of Italy. See **LEGHORN**.

MOLEWALE, a shoal so called, otherwise known by the name of Passake, along the coast by Molewale, is 12 leagues at N.W. from Trincomale Bay, on the N. E. coast of Ceylon Island in the East Indies, and 14 leagues to the S. E. from Point Pedro, or the N. point of the island. From Trincomale Bay to Molewale or Passake, keep what is deemed a moderate offing along this coast, about 4 miles, in from 16 to 20 fathoms, in a soft ooze. Here is the broad shoal that lies along the shore for 3 leagues, and runs off into the sea almost 4 leagues, the outer part deepening off. Those that sail this way with great ships should not come into a less depth than 6 or 7 fathoms, when they will indeed be upon the sand, and would find it to shoal apace by sounding. In coming from the southward with an offing of 8 miles, though generally deemed a good distance, a ship will certainly ground upon this sand, so that after passing Trincomale to the northward, it is necessary to have an offing of at least 4 leagues, when there will be a depth of from 8 to 9 fathoms, and coral ground. It will be easy to know when a ship has passed the reef, as there is then a depth of 9 fathoms and a clean sand, with now and then some coral stones. Ships that are bound for Point Pedro, as soon as they find by soundings that they are past the reef, may lift up round aboard it, and run in for the shore to the northward of it, when they will have from 7 to 8 fathoms within half gun-shot of the land; but it is necessary to edge off again in coming near Point Pedro to avoid some shoals. The fairway is between half gun-shot and a whole gun-shot from the shore, after passing the Molewale Shoal, for 14 leagues to Point Pedro; the first distance being necessary to avoid a long shoal near the

shore, and not more than the latter to keep clear of a sunken rock, on which there is but 9 feet water, that must be left to seaward. This rock is also surrounded with a great flat of sand, which lies off in the sea to the distance of near 10 miles at E. and E. by N. from the pitch of the point of Pedro, and ships must by no means come within 3 fathoms and a half of it. If a ship is coming from the southward, and cannot fetch in upon the shore round the point of the Molewale Shoal, as will be the case with a westerly wind, stand away N. E. from the shoal into 9 or 10 fathoms, and then steer N. so as to keep an offing of from 4 to 5 leagues, and not nearer than in 7 fathoms, till Point Pedro bears W. or W. by S. from a ship, when it may haul in westerly, till the point can be brought to bear at S. W. southerly.

MOLIGO Island, in the Archipelago, is a small island to the eastward from the N. point of Milo Island, and on the S. E. side of Argentera Island. See **MILO**.

MOLINE Island. See **MOLENE**.

MOLINERO Cape, on the N. W. shore of the Mediterranean Sea on the coast of Spain, is the western limit of the bay of Malaga. At the point are some sunken rocks, and on the shore are a number of watch-towers on the point, and to the N. E. towards Malaga. In the bay, to the E. of it, is anchorage in from 15 to 3 fathoms, the shoaler as ships gradually approach the mole or harbour of Malaga.

MOLINES Gut, on the S. W. side of the island of St. Christopher's, or St. Kitt's, in the West Indies, is the first rivulet to the S. E. from Brimstone Hill, near the mouth of which is anchorage in 5 and 10 fathoms and a clear shore; but to the eastward of it are some sunken rocks.

MOLINEUX's Harbour, on the S. E. coast of the southern island of New Zealand in the South Pacific Ocean, is in lat. 46 deg. 30 min. S. and long. 169 deg. 57 min. E. The variation, at about 16 or 18 leagues E. of this coast, is 16 deg. 16 min. E. The coast trends from hence almost W. to the bay called South East Bay; and at midway between, in lat. about 46 deg. 38 min. S. and long. 169 deg. 18 min. E. the variation is only 15 deg. 53 min. E. but increases to 16 deg. 29 min. in lat. 47 deg. 18 min. S. and long. 169 deg. E.

MOLIVO Castle, on the island of Metelin,

telin, or Mitylene, in the Archipelago, is a mark for sailing through between that island and the coast of Asia. See **METELIN**.

MOLLE VALLE. See **MOLEWALE**.

MOLUCCAS Islands, commonly called Spice Islands, in the Eastern Indian Ocean, are six in number, and within sight of each other. They are known by the names of Amboyna, Bachian, Machian, Motyr, or Mutiel, Ternate, and Tydor, and are distinctly noticed under their respective heads. The name is derived from Moloc, which is a Malay word that comes from the Hebrew word Malach, and denotes the chief of any thing. They are situated between the parallels of 50 min. of S. lat. and 2 deg. of N. lat. and in 125 deg. of E. long. being about 300 leagues to the E. of Malacca, and about the same distance to the S. W. from Manilla. The largest of them is scarcely more than 30 miles in compass; but they are peculiar for the production of cloves, which grow on trees resembling the bay, the fruit of which hangs in clusters like grapes.

MOMBASA, or **MOMBAZA** Island, on the E. coast of Africa, is situated in a bay of the coast, in lat. 4 deg. 15 min. S. and long. 41 deg. 12 min. E. about 23 leagues to the S. of Melinda. It has a very good port and harbour, and the Portuguese, who possess it, supply their settlements in the Brazils with slaves from this part of the continent of Africa. It is on a high rock, and defended by a fortress, which is well supplied and forms a strong garrison; abounding with fruits and vegetables, cattle, good water, a temperate climate, and a healthy air.

MOMBASA River, a river which falls into the ocean not far from the island of Mombaza, on the E. coast of Africa.

MOMENDALE Island, on the coast of Norway, is about 10 leagues to the northward of Drontheim, and the islands of Holy Land are about 12 leagues at N. W. by W. from thence.

MONA Island, a name by which the island of Anglesea has been anciently represented, but unknown to modern geography.

MONA Island, in the Baltic, is situated to the S. E. of Zealand, and divided from it only by a narrow channel, in lat. 55 deg. 31 min. N. and long. 12 deg. 34 min. E.

MONA Island, in the West Indies, is between St. Domingo Island and Porto

Rico Island, and due E. from the S. E. end of the former. It is only about 3 leagues in circuit, but is said to produce the finest oranges in any part of America, besides other fruit; and it has plenty of good water, and is extremely populous. It appears by some charts to be about 12 leagues to the E. from the S. point of the bay of Yumba, and is in lat. 18 deg. 10 min. N. and long. 68 deg. 28 min. W.

MONACO, on the coast of Italy in the Mediterranean, is about 2 leagues to the N. E. from Cape St. Vespere, and on the N. W. coast of the gulf of Genoa. It is situated under a mountain, under the E. point of which is the road, and is a very good situation for westerly winds, but something open to a Levant wind. The mountain, under which it is placed, is high, and may be seen far out to sea, and therefore forms a good direction for the port. From thence to the N. E. as far as Cape Melle, is a clear strand and a fine sandy shore. See **CAPE MELLE**. The lat. of Monaco is 43 deg. 56 min. N. and long. 7 deg. 21 min. E.

MONAQUI Island, on the S. W. coast of Corfica, is 5 leagues to the W. N. W. from St. Bonifacio at the southern extremity, between which are some difficult rocks that ships ought not to attempt coming near, unless they are very well acquainted, so that it is advisable to keep without them. It has the gulf of Talabo at 4 leagues to the N. W.

Fort MONCKTON, or **GILLKICKERS**, the S. W. part of which fort occupies the place where the Gillkickers used to stand, is a mark for coming through the Narrows into Spithead from the seaward. After clearing Bembridge Ledge, the course to the Dean and Horse Buoys on the starboard side of the channel has been already described, from the former of which to the latter the direction is about N. W. a little westerly. When a fleet is at Spithead, the situation of the fort may not, perhaps, be distinctly seen; in this case, endeavouring to keep the course nearly of N. W. between the buoys, a mark on the top of the down on the Isle of Wight kept open above the trees will carry a ship up to Spithead. See **HORSE BUOY**.

MONDAY Bay, on the S. shore of the straits of Maghellan, is in that part of the straits called Long Reach, and about 4 leagues to the W. of Pisspot Bay. In sailing to the westward from one to the other,

other, the S. coast is pretty free from rocks, and the entrance into the bay clear and open, especially at the E. point; off the W. point there lies a small rocky island, which is easily avoided, being visible at all times of tide, and there is good anchorage in the bay in 20 fathoms water. This bay is nearly S. from Buckley Point on the N. shore of the strait.

Cape Monday, in the straits of Maghellan, in lat. 53 deg. 12 min. S. and long. 75 deg. 20 min. W. is 7 leagues at W. N. W. from Cape Notch, and 13 miles at S. E. by E. from Cape or Point Upright, and 7 miles at S. E. from a great sound on the N. shore.

MONDEGO Cape, on the coast of Portugal. See **MONDEGO River**.

MONDEGO Cape, on the W. coast of Africa, in the W. part of the gulf of Guinea, is about 2 leagues at E. by N. from the River Volta, the land being low, and the coast appearing to be full of trees; and to the E. of the cape about 3 leagues is Cape St. Paul. Popou is also distant from it, at N. E. by E. 19 leagues. It is frequently called **MONTEGO**, and is situated in lat. 5 deg. 50 min. N. and long. 1 deg. 43 min. E.

MONDEGO River, is a River of Portugal which rises in the province of Beira, and directs its course to the S. W. where it falls into the North Atlantic Ocean to the southward of Cape Mondego, and there forms a spacious and convenient bay, particularly on the S. side, where it is wider than just at the mouth. The S. point of the land by projecting towards the N. renders it capable of affording shelter to shipping from almost all winds. It is navigable for boats as far as to the town or city of Coimbra, which stands upon it at the distance of 10 leagues from its mouth, in lat. 40 deg. 10 min. N. and long. 9 deg. 5 min. W.

MONDELLE, in the island of Sicily in the Mediterranean Sea, is a point of land on the W. side of the gulf of Palermo, on the N. coast of the island, on which is a tower near Cape de Galle, having anchorage in a bay on the W. side, on each hand of the island of Donzella that lies in the middle of the bay not far from the beach.

MONEGU Cape, is the S. E. point or cape of the Genoese Road, on the S. side of the peninsula which forms the great road of Toulon, and nearly to the W. from Cape Cepet.

MONEY Point, is the second point on the W. or larboard shore of the entrance into the harbour of Kinsale on the S. coast of Ireland. Close to the point it is rocky; but there is from 18 to 21 fathoms across to the eastern shore at E. N. E. and between the fort at N. N. E. and the point from 9 to 18 fathoms. It is best to keep the E. shore on board, where there is the deepest water.

MONGON, on the coast of Peru, on the W. side of South America, and on the South Pacific Ocean, is 10 leagues to the N. from the harbour of Guarmey, between which, at the distance of 4 leagues from Mongon, is the Island Bermejo, or Vermejo. From Mongon to this island the land is high and in hillocks, with large spots of white sand. Casma, or Cazma, is 4 leagues to the N. from it. Mongon is known by a great mountain just over it, which is much higher and seen farther than any of the hills on this part of the coast; and when it is discovered at S. E. it makes level at the top like a table; if at E. N. E. it looks round with some broken land; and when it comes to N. E. the broken land begins to open, and shew smooth and contiguous.

MONHEGAN Island, on the coast of New England in North America, forms the W. point of Penobscot Bay, and is about 3 or 4 leagues to the S. S. E. from Duck Harbour.

MONICK Sand, in the Zuyder Zee, is a narrow sand which runs out to the southward in a ridge from the tail of the Bree or Broad Sand, at the S. E. part of it, and forms the W. side of the channel up to the N. as the Creyl Buoy, the Friesche, or Frees Plat Buoy, the Ton on the bight, in the direction nearly of N. and S. form the E. side of the channel. It is necessary, therefore, to keep the buoys well on board in passing along through this channel, to avoid being foul upon this sand, if a ship keeps too far to the westward.

MONIGO Porto, within the island of Offero, which lies to the S. E. from Cape Pella towards the N. W. of the gulf of Venice, and on the coast of Dalmatia, is a good road so far as it relates to winds, being very well sheltered, but the ground is foul. It is not, therefore, to be recommended on a coast where there are so many good roads and havens, formed by the various islands all along the shore.

MONK Point and **Rock** on the coast of Germany, is that point of Holy Island or Helighland, nearest to a rock so called that appears as high above water almost as the island. On approaching the S. point of the island, which is due N. from the outermost buoy of Weser river at the distance of 8 leagues and a half, this rock will be seen. It is the more necessary to notice this, because at a mile only to the S. S. E. there is a sunken rock which is dangerous, but will be avoided by keeping without in from 8 to 9 fathoms. A ship will be thwart of it when the island hides the Monk, but when the Monk is seen without the land it will then be in the best of the road, and have from 10 to 11 fathoms and good clean ground, sheltered from W. S. W. winds, and also from N. W. and northerly winds, but open to the E. and S. E. From the Monk point there is a small reef, which has 3 fathoms upon it, and in general, therefore, is not dangerous, but there are several lost anchors in the road and wrecks of lost ships under water.

MONK's River, in that part of North America, which is situated to the W. of Hudson's bay. The direction of its course is to the N. E. and it falls into the bay on the W. shore of the bay to the N. of Churchill river.

MONK Rock, called by the Spaniards **MUNICK**, on the coast of Spain. See **BELEM Cape**.

MONMOUTH Cape, on the E. side of the straits of Maghellan, about half way from the southern entrance of the second Narrows to the S. E. angle of the straits opposite to Cape Forward, and a little farther to the S. than Freshwater bay, and forms the N. point of the entrance eastward into St. Sebastian's sound.

MONMOUTH Island, one of the 3 largest of the Bashee islands in the eastern Indian Ocean, situated between the island of Formosa and the Philippines islands. Grafton and Orange islands are the two others, and besides these are Goat island and Bashee island.

MONMOUTH Island one of the 4 islands of Royal Reach in the straits of Maghellan, and the second from the westward.

MONNIKEDAM, is on the W. shore of the Zuyder Zee, within the island of Marcken, and forms a mark for the Muyden or Moyer sand, on the S. side of the channel to Amsterdam. When Monnikedam is brought to the W. of the

Schuytledocks harbour, and the house at Muyden between Weelp and the church at Muyden, a ship will be thwart of the sand in coming out from Amsterdam. The channel then runs out at N. E. by E. nearly, having in one part only 9 feet water to the eastward of Tycoort point. It is in lat. 52 deg. 35 min. N. and long. 4 deg. 54 min. E. being only 16 miles at N. E. from Amsterdam.

MONNORO, a Port and City of Cutch in the N. E. part of the Arabian sea, or Indian ocean, is 30 miles from Budge, the capital, and 200 over land from Surat.

MONOEDRA, on the N. W. shore of the Mediterranean, is 8 leagues to the N. from Grao, and 9 leagues at S. S. W. from Cape Oropesa. It has a light-house a little to the N. of it close to the sea side.

MONOMBAS Hole, on the S. coast of Africa, at which the time of high water on full and change is from 6 o'clock to about half past 6 or a little after.

MONOPIN Hill, on the E. coast of the island of Sumatra in the eastern Indian Ocean, is a mark for sailing along the coast, in lat. 2 deg. S. and bears at S. by W. 12 leagues from the Seven Islands, the soundings being from 12 to 7 fathoms on a course at S. W. by S.

MONPELIER. See **MONTPELIER**.

MONSERADO. See **MESURADO**.

MONSIA Island, on the E. coast of Africa, is in lat. 7 deg. 36 min. S. and long. 40 deg. 40 min. E. and nearly S. from the island of Zanzibar, between which islands there is a reef or bank. It is at some distance from the main to the northward of Quiloa.

MONSIE Haven, is a small bay or creek to the N. easterly from Cape Finisterre near the N. W. part of Spain. The E. point is called Cape de Belem or Viellaine, and is 2 leagues at W. S. W. from the island of Cifargo. A great range of rocks lies right before this haven or sound. In coming to this haven from Cifargo, go in round Belem Cape, which is a ragged and high sharp land of steep rocks, and having passed that point keep Cape de Toraine a ship's length without Cape Koero on its N. E. which is the nearest of the two capes, till the church of St. Maria, in the S. W. part of the harbour comes without Monsie Point, and then run in at S. S. E. upon these marks till a ship is past the church, when there will be discovered

a row of rocks. Run in behind and within the rocks, and there anchor before the village of Monfie, in 5, 6, or 7 fathoms. In sailing thus from Capé de Bélem to Monfie, the rocks which lie in the midst before the haven will bear about a mile to seaward on the W. side of a ship.

To sail in by the western channel, go in at E. S. E. pretty close to the land, and when the church of St. Maria comes without the point, sail towards the rocks which lie before Monfie as already noted, and anchor within them in from 7 to 8 fathoms. Take care not to run too far in, because there shoots off a shoaly reef along the haven that must be avoided. The eastern channel, however, is the most desirable; but in both cases, be particularly attentive not to sail into Monfie before the church is brought without the point. There is anchorage also on the N. side of the haven in 5, 6, or 7 fathoms.

MONSOR, or MONSOSS, a small town on the W. coast of Africa, near Fedalle. See FEDALLE.

MONSTER Sound. See MOUSTER Sound.

MONT CHRISTO, on the N. coast of the island of St. Domingo or Hispaniola in the W. Indies, is a port well known to American smugglers; and carries on a great commerce from its vicinity to the French plantations. In the time of peace, all the produce of the plain of Mariboux, situated between Port Dauphin and Munchineel bay, is shipped here, and in war between France and England it is a grand market, to which all the French in the N. part of the island send their produce, and where purchasers are always ready.

MONTAGE Cape, on the coast of Portugal, is 7 leagues at S. W. by S. from Aveiro. It is a high point, and within it on the land are high mountains, and makes very much like Cape Rocque, or the rock of Lisbon, but is easily known from it as being to the northward of the Burlings, whereas Cape Rocque is to the southward. A foul ledge of rocks runs off from it to a good distance from the shore that must be avoided. There is riding under the cape for northerly winds, in 7 or 8 fathoms; a N. N. W. wind comes right from the point. For southerly winds, ships must anchor to the southward of Montage River. From this cape to the Peniche or New Lisbon, at

the Cape de Fisceron, within the Burlings, the course is S. W. by S. about 11 leagues, but from the cape to the Burlings it is S. W. 14 leagues.

MONTAGE River, on which is Passage, a broad haven, is a league to the southward of Montage Cape. From the S. point of this river there runs off a sand reef, on the N. side of which ships coming out of the sea must sail to go in; for there is no channel on the S. side, though it appears as if there were. The village of St. Catherina stands on the N. side of it, and a little to the northward of it the small fishers village of Buarcas. On the N. side also, within the haven's mouth, stands a lime kiln, with a wood of fig trees, which must be brought one in the other, and sail right in with them, in the fairway of the channel. There is sometimes no more than 12 or 13 feet at half flood; and little dependance can be placed on any description of this haven, because it is sandy ground, and sometimes shifts with the great freshes that come from the river, as well as with storms from the sea.

MONTAGNIAC, is a considerable town of Asia, on the S. eastern shore of the sea of Marmora, in the course from the Archipelago to the Black Sea. It is seated on a bay of the same name, and carries on a good trade, being 20 leagues to the S. E. from Constantinople, in lat. 40 deg. 20 min. N. and long. 29 deg. 40 min. E.

MONTAGUE Cape, in the N. W. part of the Welcome Sea, or the northern branch of Hudson's Bay in N. America. It is the N. point of the entrance on the W. shore into Wager Bay, which runs into land due W. from the Welcome, from whence the land trends to the N. E. to Repulse Bay at the northern extremity. The lat. of this cape is about 66 deg. N. and long. 88 deg. W.

MONTAGUE Cape, in S. Georgia, or Sandwich Land in the South Atlantic Ocean, is about 8 leagues to the N. of Cape Bristol, in lat. 38 deg. 33 min. S. and long. 26 deg. 46 min. W.

MONTAGUE Island, one of the groupe of islands in the South Pacific Ocean, known by the name of the New Hébrides, in lat. 17 deg. 26 min. S. and long. 168 deg. 31 min. E.

MONTAGUE Island on the N. W. coast of America, near Prince William's Sound, from which is a channel at S. S. W. between Green Islands and Montague,

gue Islands of from 2 to 3 leagues broad, and from 34 to 17 fathoms deep. There is anchorage on the W. side of the island, and also to the S. E. of Green Island, in 21 fathoms over a muddy bottom, and about 2 miles from the shore of Montague's Island.

Port MONTAGUE, on the coast of New Britain, in the South Pacific Ocean, the western limit of which is in lat. 6 deg. 16 min. S. and long. 149 deg. 58 min. E. and is lined by many small islands; its eastern limit is in long. 150 deg. 15 min. E. from whence the coast trends away N. E. to Cape Orford.

MONTARABINTA, in the island of Candia in the Mediterranean Sea, is on the S. coast of the island, nearly opposite to Cape Calapada on the northern coast; on the W. side of which is a bay, and within the W. point of the bay a small island near a projecting point, and about one-fourth of the whole length of the island from the W. end. Antigozi island is about W. S. W. from this bay and cape.

Cape MONTE, on the W. coast of Africa, is in the gulf of Guinea, at E. N. E. from Cape Mondego, and S. S. W. westerly from Whidaw. It is in lat. 6 deg. 12 min. N. and long. 3 deg. 36 min. E.

MONTE CRISTO Island, in Italy, in the Mediterranean Sea, is in lat. 42 deg. 17 min. N. and long. 10 deg. 28 min. E.

MONTEGO Bay, is on the N. side of the island of Jamaica in the West Indies, and at W. S. W. from the most northerly point of the island, and not very far from the N. W. angle, perhaps about 6 or 7 leagues. It has been estimated that near 20 years ago 140 sail of vessels entered this bay and cleared annually, and that it employed 11,000 tons of shipping for the produce of the adjacent districts.

MONTEGO Cape. See **MONDEGO**.

MONTE Santo Cape, in the N. W. part of the Archipelago Sea, or the S. point of the gulf of Contessa, being at W. N. W. from the island of Lemnos, and projects the farthest out to the eastward of any part of the main land. It is in lat. 40 deg. 25 min. N. and long. 24 deg. 56 min. E. The name has been given to it from its 22 monasteries, which contain 4000 monks, whose abstinence from corporeal pleasures is such, that they never suffer a woman to come within sight of their convents.

Duos MONTES. See **CABENDA**.

Quatre MONTES, a name given to 3 or 4 hills lying close together, at the distance of 5 leagues to the N. E. easterly from Cape St. Paul to the eastward of the River Volta, on the W. coast of Africa.

Rio MONTES, on the S. coast of Africa, in about 4 deg. of S. lat. between Jumba and Loango.

Cape Tres MONTES, on the coast of Chili, is 10 leagues to the S. of Guafu, and lies in the direction of N. E. and S. W. It is high and mountainous, and forms three points at the extremity, which give this name to the promontory. The lat. is about 43 deg. 30 min. S.

MONTICK Point, on Long Island, on the coast of New York in N. America, is in lat. 40 deg. 50 min. N. and long. 72 deg. 2 min. W.

MONTIPOLI, on the E. coast of the peninsula of India, is 31 leagues to the N. N. E. from Caleture, having several small places between them. In this course keep an offing of from 6 to 8 miles, and in from 14 to 16 fathoms, to avoid some reefs and shoals; but here a ship may come into its usual offing of 4 miles, in from 8 to 9 fathoms water, and so keep on for 7 leagues more at E. N. E. to Petipoli.

From Montipoli, or the Great Poli, to the S. E. by E. at the distance of 16 miles into the sea, is a shoal or spit of sand, of the length of 8 leagues, in the direction of N. E. and S. W. It has good and gradual shoalings, and there is no danger on account of depth; for there is no where less than 3 fathoms and a half or 4 fathoms at the southernmost end, which is the shoalest, so that by sounding a ship may keep in any depth at pleasure, according to the quantity of water it draws. There is from 8 to 10 fathoms within this bank, and a stiff clay; but on coming near to the reef it becomes sandy, which is a plain indication to keep nearer or farther off between it and the shore.

MONTPELIER, on the River Lez, near the S. coast of France, is contiguous to the bay of Maguelone in the Mediterranean, about 17 leagues to the N. E. from Narbonne. Its situation is delightful, and its air accounted extremely salubrious; on which accounts it is very populous, and before the revolution in the country there was a great and constant resort of foreigners to it, particularly

larly of valetudinarians and such persons whose constitutions would not bear the vicissitudes and changes of a more variable climate. It is in lat. 43 deg. 37 min. N. and long. 3 deg. 53 min. E. Aigue Mortes, a port town, on the same coast, is about 6 leagues from it.

MONTREAL, in Canada, is situated in an island of the River St. Lawrence, called by the same name, and said to be according to some accounts 60 leagues above Quebec, but according to others only 120 miles. The bank of the river on which the town is built rises insensibly, by an ascent which is scarcely perceived, to the opposite part of the town. The island in which the town is built is about 10 leagues in length, and 4 in breadth, and has its name from a very high mountain about the middle of it, which it seems to overlook like a monarch from his throne, and from thence it was called the Royal Mountain. The river of St. Lawrence is here about a league in breadth, and its banks are interspersed with trees and seats, containing several islands; but on account of several cataracts and rocks which obstruct the passage, it is not navigable here. At the annual fair in June, people come hither from the distance of 1000 miles for the sake of traffic, from every part, which sometimes continues for 3 months. The lat. of Montreal is 45 deg. 52 min. N. long. 73 deg. 11 min. W.

MONTREDON Bay, is to the southward of Marseilles on the coast of France, on the N. shore of the Mediterranean, just under the hill called the Little Montredon. It is rocky off both points, and along within the S. side of the bay, and does not appear to be eligible for anchorage or coming near shore. It is about S. S. E. from Cape Daume, on the main, within the islands of Ratoneu and Pomegué.

Great MONTREDON, a promontory so called on the coast of France, at S. E. by S. from Montredon Bay, at N. W. by N. from Cape Croisette. It makes with a round full head, in several small points, and has moorings at a small distance to the W. N. W. The ground is foul round the N. part of this promontory, but clean to the southward. There is anchorage all along off this coast, in the direction of N. N. E. from Cape Croisette, particularly towards Cape

Daume, in from 16 to 10 fathoms or less the nearer to the N.

Little MONTREDON, is on the N. of MONTREDON Bay, which see.

Noftra Domina de MONTREDON, or Our Lady of Montredon, is on the S. side of Montredon Bay, on the same coast. See MONTREDON Bay.

MONTRICO, on the N. coast of Spain, is about 2 leagues to the westward of Deva, and about the same distance to the eastward of Hondaro, and 10 leagues to the eastward of Cape Machicaco.

MONTROSE River, on the E. coast of Scotland, is about 4 miles to the N. by E. from the N. part of the Redhead. It is only about a cable's length wide. From the S. point of the river called Sourdiness, is a rock to the E. N. E. called The Stone, and from the N. point runs off a spit of sand called The Annöt; between this and the rock is the entrance into the river. To go in, keep a moderate distance until the river comes fairly open at W. by S. when 3 little hills will be seen together up in the country, and a house in a little island will also be seen within, in the opening of the river. Bring this little house on with the middlemost hill, and sail right in upon these marks; when a ship is 3 or 4 cables length within the river, some houses will be seen on the S. side, called Ferrenden, before which is a depth of 4 fathoms to 4 fathoms and a half, where a ship may be moored for all winds. If it is purposed to sail into this river with high winds out of the sea, the trim of a ship's working must be such to venture in as can be depended on; and it must be remarked also, that the flood tide which comes from the northward, sets strongly thwart this river to the southward, but that when a ship has got within the Annöt it sets as strongly into the river with the ship. It is a good mark to sail in, to keep the little house on the island free of the S. land. If there is a high wind out of the sea, and the tide is ebbing, the entrance will be all in a breach, and the attempt to run in very dangerous. The town, at high water, is almost surrounded by the sea; and the harbour is a fine semicircular basin, with a handsome stone pier, and a great number of trading vessels belong to the port. It is in lat. 56 deg. 40 min. N. and long. 2 deg. 32 min. W. From this river of Montrose to Todhead, the course

course is 4 leagues at N. E. and there is good anchoring ground between, and good roads for off-land winds.

MONTERRAT Island in the West Indies, is about 10 leagues to the S. W. from Antigua, and about 9 miles across each way. Its mountains are covered with cedar, and other useful trees. It is so surrounded with rocks, that the riding before it is very precarious and dangerous on the approach of a tornado or hurricane, because it has no haven. It has only 3 roads, which are, Plymouth, Old Harbour, and Ker's Key; where they are obliged to use the same methods in loading and unloading vessels as is practised at St. Christopher's by means of a MOSES, which has been fully stated under that head. It is in lat. 16 deg. 47 min. N. and long. 62 deg. 17 min. W. If ships are upon the coast of this island, on the approach of a tornado, they have no alternative but to make off to sea, and either go to St. Christopher's one way, or to Antigua the other, according to the situation in which they may lie, or as the wind may favour them.

MONUMENT Bay, is a bay of the North Atlantic Ocean on the E. coast of New England in North America. It is spacious and convenient for the protection of shipping, and is one of those which are formed by the bending of Cape Cod, on the S. E. part of the province.

MONUMENT Island in the South Pacific Ocean, one of the New Hebrides, is in lat. 17 deg. 14 min. S. and long. 168 deg. 38 min. E.

MONZORA Island, on the W. coast of Africa, is a small island to the S. of Terra Gorda, and to the N. of the River St. John.

MOODY's Bay, or **MADI**, on the S. E. coast of the Mediterranean. See **MADI**.

MOODY's Bay, on the coast of Malabar in India, is the inlet of the island of Hogs or Porcas, called Labra de Porcas, within which is a channel for small ships for 70 miles, from Cochin to Cannapole, but not for large ships. This outlet is about one-third of the length to the northward, and comes into the sea just by the castle, where it forms a good road in the offing, and where ships may ride in any depth from 12 to 28 fathoms and hard ground. Here they also fre-

quently ride to procure fresh water and fresh provisions.

MOONOS Bay, in the Orkney Islands to the N. of Scotland, is to the southward of Kirkwall Bay, and has good anchorage; which is all we know of it.

MOOR Bay, on the W. coast of Ireland, is to the northward from the river of Shannon, in the bight of the coast from Loop Head to the N. E. towards the point which is nearly S. of Eniskerry.

MOOSE River, in Hudson's Bay, in North America, has a fort and factory near the mouth, which comes in from the S. to the bottom of James's Bay, in lat. 51 deg. 28 min. N. and long. 84 deg. 30 min. W. This river is navigable, and about 12 miles up it from the fort it divides into two branches, of which one comes in from the S. and the other from the S. W. Seal River is to the E. of it. Round the bottom of James's Bay from Albany Fort and river on the W. side to Rupert's River on the E. side, the woods afford very large timber trees of all kinds, as oak and ash, with many others, besides the pine, cedar, and spruce. Up the River Moose at a considerable distance there is a fall of 50 feet, above which it is deep and navigable for a great way; the soil and climate above the fall are allowed to be very good.

MORANT Keys, off the island of Jamaica in the West Indies, are in lat. 17 deg. 47 min. N. and long. 75 deg. 35 min. W.

MORANT Point, is the most easterly promontory of the island of Jamaica in the West Indies, in lat. 17 deg. 58 min. N. and long. 76 deg. 10 min. W. On the N. side of the point there is a harbour which bears the same name; and to go into it sail N. by W. leaving the white cliffs that are under the yellow hills on the larboard side at 3 leagues distance to the N. N. W. This channel is but narrow, and it requires very nice steering. From Point Morant it is usual for ships to take their departure that are bound through the Windward Passage, or to any part of the W. end of the island of Hispaniola.

Port MORANT Harbour, is about 4 leagues to the westward from Point Morant, on the S. coast of the island of Jamaica. It is a spacious inlet of the land, into

into which several small rivers discharge their waters. Before the mouth of it is a small island known by the name of Good Island, and a fort on each point of the entrance.

MORANT River, on the S. coast of the island of Jamaica, is about 2 leagues to the westward from the W. point of Port Morant, the land there forming a bay, with anchorage along the shore.

MORASAWINY. See MARROWINI.

MORBAIN, MORBEAM, MORBIAN, or MORBIHAN Point, on the W. coast of France, is the western point of the opening of Vannes River, from which there runs out to the S. E. a long shoal, so that the entrance into that river is by keeping the E. shore on board at going in, but afterwards leaving it on account of some rocks that almost block up the eastern branch of the river which goes up to Vannes. The western branch is called the river of Morbihan or St. Gildas, for which, after a ship in coming from seaward is got within the islands of Houat and Hedic, the course will be at N. W. or N. N. W. with 8 or 9 fathoms. After getting up to the point of the two rivers, to go to Morbihan leave the rocks on the starboard, and go in, if desirable, as far as to Auray.

MORBAT Cape. See MORIBAT.

MORBERILLE. See MARBELALA.

MOREA, a peninsula of Turkey in Europe, which lies between the Gulf of Venice or Ionian Sea to the W. and the Archipelago to the E. and is bounded on the N. by the Gulfs of Lepanto and Engia. Its length is about 178 miles, and its breadth 132. It is the ancient PELOPONNESUS, and formerly comprehended 7 kingdoms. The famous Isthmian games were celebrated at the narrow neck of land which joins it to Greece.

Cape MORENA, on the coast of Chili in South America on the South Pacific Ocean, is in lat. 23 deg. 45 min. S. and 15 leagues at N. E. from Cape George. Between these capes is a large bay, that seems desirable to strangers to go in, but in a N. W. wind is very dangerous, as being very difficult to get out, because the wind blows right on the shore, and makes a very heavy sea in the road. This cape is high land, and has a good road on its N. E. side, near a small island that lies before it. Here is also a very convenient harbour, but exceeding narrow, where a good ship might be

careened; but it is necessary to give as good a birth to the cape as possible on account of the flaws of wind which are sometimes terrible from the mountains within the land.

MORENA Island, is a small island near the N. E. point of Candia island in the Mediterranean, a little to the E. by S. from the point, near which point towards the island are some sunken rocks.

MORENA Morro, on the coast of Chili on the W. side of S. America, is on the South Pacific Ocean, in lat. 23 deg. S. and 20 leagues due S. from the N. point of the bay of Atacama. From hence to Messillones or Muscle bay the course is N. by E. 8 leagues, from whence it is 5 leagues more on the same course to Atacama. This headland is a mark, being the highest land on all the coast; for it begins 10 leagues to windward, or to the southward which means the same thing here, and rises gradually till it comes directly over the entrance into the creek or harbour of Cobiga, and from thence slopes again to the northward. The pike of this hill is, therefore, the mark at sea to make the port by.

MORES or MOURES, near the N. W. point of Spain, is 5 or 6 leagues from Cape Finisterre at S. E. In coming round the cape, a high ragged hill will be seen that runs so far to the southward as to be discovered before Mores, and forms a good mark whereby to know that part of the coast. The high cloven hill of Monte Lauro lies on the N. E. point of Mores, and is readily known; and when the ragged hill come at N. E. a ship will be thwart of Cape Finisterre, and the cloven hill will bear at E. N. E. There is a range of rocks under water about 3 short leagues at E. S. E. from Cape Finisterre, and about 2 leagues at S. E. by S. from these rocks are some other rocks above water, which appear to lie to the northward of Monte Lauro or the sound of Mores, but lie from it at W. by S. There are also many rocks to the southward of this sound of Mores, and right in the midst of the sound is a sunken rock, at S. E. from Monte Lauro.

To sail into Mores, bring Monte Lauro to bear at N. E. by N. and run right in with it; this course will carry a ship clear of the foul ground or dangers. In coming by Monte Lauro, the aforesaid rocks lying out to the northward of Monte Lauro will be seen, which must be left, as well as the point

of Monte Lauro, 2 or 3 cables length on the larboard side. Sail in along by these till the ship is past the second point, taking care to leave the sunken rocks that are in the middle of the sound on the starboard side. As soon as the fisher's village that stands to the northward of Monte Lauro comes open entirely, a ship will be within the sunken rock, which lies in the midst of the sound, as it bears at S. by E. easterly from the village. Run about the second point, on coming to it, within a cable's length, and then edge up to the northward till the ship comes before the village, or up to the westward before the town, any where at pleasure, and anchor in 12 or 13 fathoms. It is 2 leagues to the S. E. from hence to Roxo River.

MORESEY, is a harbour that is situated a little above Whitehaven in Cumberland.

MORETON'S Bay, on the E. coast of New Holland or New South Wales in the South Pacific Ocean, is comprehended between Point Look-out on the S. and Cape Morton on the N. This bay is not large, but it has a free and open entrance, especially on the N. side, and the coast near it has a good depth of water, and is free from rocks.

MORETON Cape, on the E. coast of New Holland or New South Wales, and the N. point of Moreton Bay, is in lat. 26 deg. 56 min. S. and long. 153 deg. 32 min. E. From this cape the land bears away far to the W. The 3 hills called Glass-houses are to the N. of the bay.

MORGO Pulla, a small island of the Archipelago, to the eastward of Nio or Naxia. See AMORGUS.

MORGUE Fort, or *Fortaleza de MORGUE*, on the S. shore of the entrance to Baldivia Bay on the coast of Chili on the South Pacific Ocean. Here is the entrance of Point Gonzales, and the point under Fort Morgue runs flat off almost half channel over, though it is a league wide, in the direction of N. E. by E. hence it is necessary for ships going in to keep in mid channel at S. E. till both shores draw towards one another, and contract the channel from 4 leagues to something less than 1 league. Here it is that the fort is placed, and the course is S. S. E. under the E. shore in from 9 to 6 fathoms. Point Corral is within this part on the larboard side. See *Porto CORRAL*.

MORIBATT, on the coast of Arabia, is about 9 leagues to the E. from Dofar, and the best road on all the coast for the easterly monsoons. Its lat. is 16 deg. 45 min. N. and long. 55 deg. 25 min. E. There are no certain tides on the coast, though the water will sometimes rise and fall 7 or 8 feet; but it generally flows as the wind blows, and changes its course with the monsoons. From hence to Cape Refulgate or Refelgate the course is N. E. by N. for 120 leagues, and neither shelter, road, river, or harbour between; so that few ships chuse to venture upon this coast, because if a storm blows from the sea, if they cannot keep the ocean they have nothing but immediate death to expect, as the shore is all over rocks and reefs. But if a ship is on this coast, endeavouring to get to the eastward, with an easterly monsoon, it may keep the shore on board when the water presses against the wind, and, by watching occasions, keep under shore to take the advantage of the currents; by which means skilful mariners have sometimes worked along to the Gulf of Persia, when they must otherwise have laid by at a great risque, or run back in uncertainty.

MORICAMBE Inlet, on the coast of Cumberland, is at the entrance of Solway Frith. Its E. point is called Boulness, and it runs in S. E. so as to form a tolerably spacious gulf.

MORIENNE Bay, on the E. coast of the island of Cape Breton, near the bay of Miray, from which it is separated only by Cape Brule. It is a tolerably deep bay. See MIRAY.

MORIGAMBO Harbour, on the coast of the island of Madagascar, is in lat. 13 deg. 40 min. S. and at the N. end of a continued chain of islands that line the shore to the southward. The port is about half a mile within the opening, and has anchorage in 13 fathoms, and good soundings quite to the shore, over an oozy ground. In the entrance, however, is a sand-bank like a bar, but there is from 6 to 7 fathoms upon it, and all within is deep water from side to side; so that it is an excellent harbour for all vessels and all winds. About 4 leagues and a half to the northward of this harbour is an island that is larger than any of the others, except the biggest, and rises like two tables, but is low

low and smooth; having a rock on the N. W. end of it which makes at sea like a sail. This island is a good mark for knowing the harbour of Morigambo or MORINGAM.

MORLAIX, otherwise called MONTRELAIS, is a small trading town on the N. coast of France, situated on a river that has water for ships to come up with the tide. Its harbour is defended by the castle of Taureau, erected on an island that is opposite to it; and it is said to be only 26 miles to the N. E. from Brest, forming a kind of isthmus to the peninsula westward of it. To go into Morlaix, run in by a great long ragged rock to the southward to the castle; and after being about it, run in again between the rocks to the eastward, and out against the eastern channel N. N. E. and N. by E. according to the tide, as the flood there sets in N. E. To go up to Morlaix the course is easterly between the rocks, and there is 5 fathoms at low water; the land there is all broken. The long ragged rock just mentioned is 3 or 4 miles at E. by S. or E. S. E. from the island of Bass. The lat. of Morlaix is 48 deg. 33 min. N. and long. 3 deg. 56 min. W. and it has high water on full and change days at a quarter past 5 o'clock, but in the offing from about 4 o'clock to half past 4.

MORLENE. See MOLENE.

MORLIONS, on the N. coast of France, is to the westward of the haven of St. John de Doit. Between the Seven Islands and the outer rocks of the Morlions, the flood sets S. E. with the Treacle Pots towards Green island, but in the offing E. and E. by N. See MORLAIX.

MORMOUNT, a high hill so called on the E. coast of Scotland, which is a mark for keeping clear of a ledge of rocks that runs off a mile to seaward at N. E. from Ratter or Katterhead. It appears within the land like a saddle, and must be kept in sight above the sand hills of the head; the same end is obtained by keeping out in from 12 to 13 fathoms.

MORNECK. See TANNA.

MORO Castle, which is the castle on the point or head-land on the E. side of the channel of the Havannah, in the N. W. part of the island of Cuba, is the first of two strong castles for the defence of the channel against the approach of

an enemy's ships. It is a kind of triangle, fortified with bastions, on which are mounted about 60 pieces of cannon, each of them carrying a ball of 24 pounds weight. From the castle there also runs a wall or line mounted with 12 prodigious long pieces of cannon, all of brass, which are 36 pounders, and, by way of eminence, called the Twelve Apostles; and at the point between the castle and the sea, there is a tower, on the top of which is a round lantern, where a man continually watches to see what ships are approaching. Of these he gives notice by putting out as many flags as there are ships in number. See HAVANNAH.

Golfo de Campo de MORO, is on the S. W. side of the island of Corsica in the Mediterranean, is to the northward of Capes Fieno and Negret, consisting of several small bays, of which that in the bight, being the largest, is more particularly known by this name. All the points of this gulf, which form the limits of the different bays, are foul and rocky; but there is anchorage in the middle of this bay and a clear strand, keeping a reasonable depth, after coming within the capes or limits of the bay. Cape Negro, which is the northernmost point of this part of the gulf, has a tower upon it, off which, towards Cape Sanitouche on the W. by N. is anchorage, keeping a moderate distance from the shore, about midway between the points.

MOROCCO. See MAROC.

MOROKINNEE, or MOROTINNEE, in the island of Mowee, one of the Sandwich Islands in the North Pacific Ocean, is in lat. 20 deg. 39 min. N. and long. 156 deg. 27 min. W.

MOROKOI. See MAROKOI.

MOROSQUILLO Bay, is to the southward of Carthage, on the coast of the Spanish main, and in the bight of the coast coming out of Darien Gulf, on the eastern shore. The Bernards, or BERNARDO Islands lie before it. See BERNARDO.

MOROTAY Island, in the eastern Indian Ocean, is to the N. of Gilolo, and separated from it only by a small channel. It extends from 2 deg. to 3 deg. of N. lat. and is situated in long. 127 deg. 40 min. E.

MOROTINNEE. See MOROKINNEE.

MOROTOI Island, one of the Sandwich Islands. See MAROKOI.

MORRENO. See MORENA.

MORRIS Bay, on the S. coast of the island of Antigua, in the West Indies, is round the W. point of Carlisle Bay. The western part of it is rocky, but in the eastern part there is anchorage in from 3 to 5 fathoms, within the E. end of the sand called the Middle Bank, which has but from 2 to 6 feet water on it, and is scarce a mile from the shore. Without this bank runs a reef of rocks, between which and the bank is only from 9 to 12 feet water, that frequently appears above water; and to avoid these, ships must either go along within the bank at half a mile or less from the shore, or keep without at the distance of near a league.

MORRIS Bay, on the W. coast of the island of Antigua, in the West Indies, is round the Five Islands to the S. E. having Reed's Point, or the S. point of the small creek, called Musketo Cove, for its northern limit. It extends from thence southward to Valley Church, but has not sufficient depth of water for ships near the shore. About half a league from shore, however, there is from 3 to 4 fathoms and a half, but to the W. from Musketo Cove only 2 fathoms due S. from the Five Islands. We cannot recommend, therefore, to ships to pass this way; and we must declare decidedly against it, if vessels draw more than 9 feet water. A reef or coral bank also extends without, in the direction of N. W. by N. from off Johnson's Fort, or the S. W. point of the island till it comes due W. of Musketo Cove, and W. by S. from the Five Islands. The inside of this bank is not above 3 quarters of a mile from shore at the S. end, but half a league at least at the N. end from Pearn Point near the Five Islands. Its breadth is about 3 quarters of a mile, and in the middle about a mile, and has very uncertain soundings from 9 feet to 3 fathoms. All heavy or deep vessels, and all smaller vessels that are not well acquainted, are consequently advised to keep an offing on this part of the coast of a league or more, especially towards the N. end of the bank, in running up northward, and to keep it till they open Five Islands harbour on the N. E. of those islands, when they may run in, if necessary, at E. N. E.

MORT Bay, a small bay on the N.

coast of Devon, round Bag Point to the N. E. of which Mort Cape is the limit on that side, as Bag Point is on this.

MORT Cape or Point, is the N. E. limit of Mort Bay, off which is a rock above water called Mort Rock, nearly due W. from Ilfordcombe or Ilfracombe Harbour. Its lat. is 51 deg. 13 min. N. and long. 4 deg. 55 min. W.

MORT Rock. See MORT Cape.

MORTAIGNE Bank, or Sand, is one of the shoals which extend along the middle of the river of Garonne or Bourdeaux, and are to be kept on the larboard in going up towards Bourdeaux. Tellemont, Surin, and Margueritte sands are the others, which lay particularly near the midway between the two shores.

MORTIR's Rocks, on the S. coast of Newfoundland, are in lat. 47. deg. 9 min. and long. 54 deg. 55 min. W.

MORTO Island, on the coast of Peru, on the South Atlantic Ocean, and W. side of the continent of South America, is otherwise called Santa Clara Island, but is so named by the Spaniards, because it has a striking resemblance to a dead corpse extended at full length. It is N. N. E. from the river Tombez at the distance of 6 leagues according to some accounts, but of 4 only according to others, and is about 2 miles in length, and distant from Guiaquil 27 leagues.

MORTON Bay, on the N. W. coast of the island of Nevis in the West Indies, is near the part called the Narrows, or channel between Nevis island and the island of St. Christopher's or St. Kitt's to the N. W. off which is from 3 to 8 fathoms water, according to the distance from shore, and is about S. by W. westerly from Cade Point, and about S. E. by S. from the most southerly point of St. Kitt's island.

MORTON Bay, on the E. coast of New Holland. See MORETON Bay.

MORUES Bay, on the S. shore of St. Lawrence river in North America, and on the coast of Nova Scotia, is to the W. of Bonaventura and Miscan Islands, and to the southward of Gaspey Bay.

MORUFTONG Island, on the coast of Sweden, is on the N. bank of Valkenberg River, and 3 leagues to the N. of Tuylow Island, near which is the high white hill called, the Young Koll.

MORUGO

MORUGO River, is one of the small rivers to the W. and N. W. from the Gulf of Iſlequibo, on the coast of Surinam in South America. See **MOCOMOCO**.

MORVILL Island, is one of those large islands near the coast of France, between the Seven Islands and the haven of Lanion, that are so near the shore as to render any directions for avoiding them unnecessary.

MOSAMBIQUE. See **MOZAMBIQUE**.

MOSCONISSE, on the coast of Asia, about E. S. E. from Cape Bababera, in the bottom of the bay which is there formed by the trending of the coast, within Point Figure, and about N. E. from the island of Metylene or Metelin, a cluster of islands lying betwixt them in that direction.

MOSE, or *Villa del Mose*, is a town on the bank of the River Tabasco, in the bottom of Campeachy Gulf, to which small barges may go up. Great quantities of cocoa are shipped every year from hence for Spain, which brings a great many sloops and small vessels to the coast.

MOSELLE River, is a river of Germany which falls into the Rhine near Coblenz, and is navigable from Metz during the whole year.

MOSSES Point, a head or cape of land so called, is the point of land on the E. or larboard side of the entrance into Bonavista Bay on the E. coast of Newfoundland. The point is about 5 miles to the S. W. from Cape Bonavista, and E. from the southernmost of the islands which form a line in the same direction. This point is to the southward of the rocks called the Sweers.

MOSES's Temple, in the island of Candia, otherwise called Mount IDA, a direction for going into the port of Candia, nearly in the middle of the N. coast of the island. See **IDA**.

MOSGRET Island, on the N. shore of Galloway Bay on the W. coast of Ireland, is to the N. of Hilty Roes Island, and on the larboard side of the passage or channel into Conichin Bay. It is on the sand, and consequently becomes dry at low water; but between the island and the rocks of Hilty Roes there is 14 and 15 fathoms in mid channel.

MOSKITO. See **MUSQUITO**.

MOSKOE Island, on the coast of Norway, for which see **MAELSTROOM**.

MOSSEL Bay, on the S. E. coast of Africa, is situated between the bay of St. Brasse to the S. W. and the bay of Lagoa to the N. E. at the mouth of several rivers, in lat. about 34 deg. S. and long. 24 deg. 20 min. E.

MOTHER Bank, a long sand or bank on the N. E. side of the Isle of Wight, which extends from the E. point of Newport River, at Cowes, to the southward of Spithead road, the side of the bank having a depth of from 4 to 7 fathoms upon it along the N. side, excepting to the N. of E. Cowes Point where it has but 3 fathoms. Nearer to the land it is shoaler, so as to have in some places only 9 feet at low water. The spit of this sand is at W. by N. from No Man's Land Buoy; and at W. a little northerly, within the bank, is a channel which runs in W. to Fishbourn Creek, having 10 fathoms at the entrance, but shoals to 6 fathoms and a half near the mouth of the creek; from whence it takes a direction nearly parallel to the shore, and has 4 fathoms and a half off Wootton Creek, and shoals up to 3 fathoms or less, before it shuts up about half way from thence towards Obelisk or Sea Mark Point.

MOTICALO. See **MATICALOC**.

MOTINA, a tract of coast so called, ending at the high perpendicular point of Tachisi, on the W. coast of New Mexico, beginning from the river of Sacatulca, the whole being high and rugged land. It is N. W. from Acapulco.

MOTIR, one of the Molucca or Clove Islands in the eastern Indian Ocean, of great value on account of its produce, though small, in lat. 0 deg. 28 min. N. and long. 125 deg. 12 min. E. See **MUTIEL**.

MOTRIL, is a town of Granada in Spain, with a good harbour on the Mediterranean, and having a rich fishery. It is situated in lat. 36 deg. 47 min. N. and long. 3 deg. 34 min. W.

MOTUARA Island, is within Queen Charlotte's Sound in the strait between the two islands of New Zealand in the South Pacific Ocean. The N. end of it is due E. from the entrance into a small creek called Cannibal's Cove, and its S. end is nearly thwart of Ship Cove, which is the southernmost of 3 coves that are within this island. In the channel between Motuara and the western shore there are 2 ledges of rocks which are 3 fathoms under water, but are known

known by the sea weeds that grow upon them. There is also a channel into Ship Cove between this island and a long island called Hamote. See *Queen Charlotte's Sound*.

MOTUGOGO Island, otherwise by the English called **Piercy Island**, on the N. E. coast of New Zealand, is about a mile to the N. E. by N. from Cape Bret. It is a small and high island or rock, and is perforated. See **Cape Bret**.

MOTYR, or **MUTIEL**. See **MUTIEL**.

MOUATE's Point, is the W. point of the lake or lagoon at the N. W. part of Egmont island, one of the *Queen Charlotte's Islands* in the South Pacific Ocean.

MOUCHA Bay, or **La MOUCHA**, on the coast of Chili, is on the South Pacific Ocean, and on the W. side of South America.

MOUFU Cape, on the N. coast of Barbary and the S. shore of the Mediterranean, probably the same with **Matifou**. See **MATIFOU**.

MOUNIE Haven. See **BELEM Cape**, and **MONSIE**.

MOUNT's Bay, on the S. coast of Cornwall, near the W. end, is a very large and commodious harbour for shipping, and is situated between the **Lizard Point** and the **Land's End**. A rock which stands in it, called **Mount St. Michael**, near the town of **Penzance**, gives name to the bay. The island is on the E. side of the bay, and on the W. is a castle; but there runs a ledge of rocks from the eastward of the bay near a league into the sea, and the coast on that side is full of rocks and not safe to anchor in. To go in bring **St. Paul's steeple** at W. N. W. and keep over to the W. shore, and make **St. Clement's island** which is before the town of **Moufe-hole**, having the castle on the starboard side. A large sandy bay will then be seen, and when a ship is within the island there is good anchoring in 7 or 8 fathoms water, and land-locked from all winds but the S. E. It is high water in this bay on full and change days at half past 4 o'clock. See **St. MICHAEL's Mount**.

MOUNT St. Michael's Bay, a bay of the English channel, about S. S. E. from the island of **Jersey**, and formed by the land of the N. coast of France,

in the very bight of the shore. The fort of **St. Michael** is situated on a rock in this bay, about 6 or 7 leagues to the E. of **St. Maloes**, in lat. 48 deg. 38 min. N. and long. 1 deg. 32 min. W. Sometimes it is taken in an extensive view to comprehend all the coast from the **Cape la Hague** to **Cape Frehel**, thereby including the islands of **Guernsey**, **Jersey**, **Alderney**, and **Sark**, and their contiguous islands, in the same manner as the bay of **Biscay** comprehends the whole coast and adjacent sea between the island of **Ushant** and **Cape Finisterre**. See **St. MICHAEL's Mount** in France.

MOUNT Cape, on the W. coast of Africa, is to the S. E. from **Sierra Leon** and **Sherborough river**, in lat. 6 deg. 38 min. N. and long. 9 deg. 49 min. W. In going thither from the northward, if a ship does not stop at **Sierra Leon**, it may keep off till it comes into this lat. and then stand in for the shore, taking care to keep the lead going. The cape is 14 leagues at E. by S. from the island of **Cape Ann** and **Sherborough River**, and to anchor before it come into 6 fathoms water as near to the shore as the depth will admit, and convenience for wooding and watering require; this must be at a season when the S. winds do not prevail, because it will otherwise be necessary to keep off in 13 or 14 fathoms and to bring the cape at S. S. E. The winds called the **Souths**, usually prevail along this coast from May inclusive to October. This cape is the eastward point of the river of the same name, both which were probably so called from two very high mountains that are close to the cape. There is a very good road without the capes, under the lee of the W. point of the river, by keeping the point of the cape to bear at S. and S. by E. which is the best of the road, and has from 6 to 9 fathoms; for the cape lies to seaward and breaks off the southerly winds, and the ground is a good hard sand, and it is a good road in summer in fair weather. If, on the contrary, the **travadoes** and **Souths** blow hard, it will be advisable to take a greater distance, and ride in from 10 to 15 fathoms, because a great sea goes here when those winds blow, and therefore it may be proper to bring the pitch of the cape due S. when a ship comes to anchor. From this cape to the river **St. Paul**,

Paul, or Cape Monserado, which is the easternmost point of that river, the course is S. E. by E. 12 leagues.

MOUNT Island, on the coast of Labrador in North America, is in lat. 50 deg. 5 min. N. and long. 61 deg. 35 min. W.

MOUNT River, the E. point of which is called Cape Mount on the W. coast of Africa, has no more than 7 or 8 feet upon the bar or entrance at low water. The sea breaks violently upon the bar, especially when the Souths blow, which always come from the ocean; but when a ship is within, the water is deeper and smooth, and the shore is also steep upon the coast, there being from 15 to 17 and 20 fathoms close to the land. Up this river at the distance of 30 leagues is an Indian town called Chouca, which some time ago afforded very good trade to Europeans, to which sloops were sent up to load and bring slaves down to the ships; but that this continues, there is some reason to doubt.

MOUNT Desart, is a small island at the mouth of Penobscot Bay on the coast of New England in North America, near the eastern extremity of the province, and not far from the coast of Nova Scotia. It is very high land, and it is covered to the southward near the main with a string of small islands that form a fine and safe harbour; the entrance to which is on the E. where there is a middle ground that must be carefully avoided by seamen. Behind the island, which lies near to the shore, there is a very large opening, that forms the bay or mouth of Mount Desart River. Its lat. is 44 deg. 50 min. N. and long. 68 deg. W.

MOUNT Head, is a point of land on the coast of Wales, at the S. W. extremity of Cardiganshire, and the N. E. point of the opening of the River Tivy. Within the head in the opening of the river or bay, is a small island called Cardigan island.

Point MOURNING, on the W. shore of James's Bay, in the S. part of Hudson's Bay, is S. from Cape Henrietta Maria, or western point of the entrance to the bay, and to the N. of Equan Bay. Bear's island is to the S. E. of this point, and the Cubbs Islands, which are very small islands, to the N. E. of that.

MOUSE Buoy, in the river Thames,

is a black buoy at the W. end of a long and narrow sand so called, and formerly known by the name of the Burrows, or rather it seems to be a sand that is connected to the westward with the W. Burrows, and nearly in the midway between the Black-tail Beacon on the N. and the Oaze edge on the S. but only something more to the E. Between the Black-tail Beacon and this buoy is the passage into the Swin. Ships must come no nearer to the Mouse than 10 fathoms; it lies nearly the same as the beacons, but rather more easterly.

MOUSE Harbour, at the E. side of the island of St. John's near the continent of Nova Scotia in North America, and at the S. W. angle of the gulf of St. Lawrence, is between E. Point and Three Rivers, and goes in with a small creek that is moderately spacious within. Eel Port is not far from it to the N. E.

MOUSE HOLE, a village so called on the W. shore of Mount's Bay, was formerly called Port Inis, or the Port of the Island, from the small island of St. Clement's that lies before it. See ST. MICHAEL'S Mount, and MOUNT'S Bay.

MOUSE River, in the gulf called Hudson's Bay, in North America, in that part of it to the S. called James's Bay, is in lat. 51 deg. 25 min. N. and long. 83 deg. 15 min. W.

MOUSE Rocks, on the coast of Anglesey, at the N. W. part of Wales, are two, the E. and W. Mouse. The latter is a small round rock that is always above water, about a mile from the shore, and the N. E. of Carron Point. The E. Mouse is one league from the other in the fairway towards Priestholm Island, a distance of 5 leagues at S. E. by E. and is another dry rock that is to be left in this passage on the starboard side.

MOUSTER Sound, is situated on a river on the coast of Sweden, in a bay to the N. of Valkenberg River, before which bay lies an island called Giddero.

MOULTON Port, on the coast of Nova Scotia, is one of the several ports that lie in the direction of S. W. from Port de l'Heve to Cape Negro, or the southernmost point of the peninsula, formed by the bay of Fundy. From the port to the cape is about 28 or 30 leagues, and this is the third port from the N. E. towards the cape.

MOUROU Island, in the South Pacific

fic Ocean, according to the accounts of the Indians of Oheteroah Island, is about two days sail of 40 leagues to a day from that island. See OHETEROAH.

MOWEE Island, one of the Sandwich Islands in the North Pacific Ocean, which is divided by a low isthmus into two circular peninsulas; but the eastern one is double the size of that of the western. There are exceeding high mountains in both that may be seen to the distance of more than 30 leagues. There are no foundings on the northern shore; but there is a spacious bay near the W. point of the smaller peninsula, having a sandy beach shaded with cocoa nut trees. The country behind has a most romantic appearance, the hills rising almost perpendicularly in a great variety of peaked forms. Though the tops of the hills are entirely bare, and of a reddish brown colour, their steep sides and deep chasms between are covered with trees. The circuit of this island is variously represented as 140 or 160 miles, and is supposed to contain 65,000 inhabitants. The lat. of the S. point of this island is 20 deg. 34 min. N. and long. 156 deg. 12 min. W. of the E. point 20 deg. 50 min. N. and long. 155 deg. 56 min. W. and of the W. point the lat. is 20 deg. 54 min. N. and long. 156 deg. 36 min. W. The natives mention a harbour to the S. of the E. point, and as superior to Karakakooa, besides another on the N. W. side, to which they give the name of Keepookeepoo.

MOWTOHORA Island, in the South Pacific Ocean, at the distance of 6 leagues from the coast of the northern island of New Zealand, is small but high, and has anchorage on its S. side in 14 fathoms. White Island which lies off Plenty Bay, at a distance from any land about N. by E. from this island of Mowtohora, is in lat. 37 deg. 30 min. S. and long. 177 deg. 20 min. E. About a league and a half from Mowtohora, and 3 leagues from the main are several rocks both above and under water, in the direction of N. N. E. from Mount Edgcumbe.

MOYL Haven, on the N. W. coast of Ireland, is 6 leagues to the W. from Clenock Bay and Haven, in the bottom of the great bay between Cape Telling and Broad Haven. It there forms a deep bay or gulf, and lies in 2 leagues from the entrance. There is a long island before it near the bottom of the

gulf which makes the haven, and lies before it in such a manner that there remains but one channel to go into it. In this gulf are also some rocks, that must be left on the starboard side, in running towards the little long sandy island that stretches itself before the haven. At the W. end of it also is a reef, though the channel is in at that end, but has only 12 feet deep. As soon as a ship is in, there will be seen a little round green island that must be left on the starboard side, and as soon as a vessel comes right against it, let go the anchor, as there is a shoal and hard sandy ground a little further. Larger ships anchor towards the long island, but small vessels towards the green island; nor must any vessel attempt to go up to the town of Moyl that draws more than 8 feet water. To come in between the long island and the S. ground, there is only 9 feet water upon the flood; but when a ship is over the rocks it will come into a pool before the town where it may ride afloat at low water against the island in 15 and 16 feet, though it is dry without on the ebb. It is 8 leagues from hence at W. northerly to the Stags or Broad Haven, with many bays and roads between.

MOZAMBIQUE, or MOSAMBIQUE Channel, is the passage between the S. E. coast of Africa, and the W. coast of the island of Madagascar in the Indian Ocean. The northern entrance is bounded on the W. by Cape del Gado on the coast of Zanzibar on the coast of Africa, and Cape St. Andrew the N. point of the island. The southern entrance has Cape Corientes on the coast of Africa, and Cape St. Mary or S. point of the island for its limits respectively. Sometimes the S. point of the island has been called St. Augustin, because the bay so called forms a part of the point. The gulf of Sofala lies on the W. shore of this channel. Most of the European ships pass through this channel in their way to and from India, especially to the coast of Malabar and Bombay; though it very often proves to be a dangerous passage from the very heavy sea that rolls violently through it. The southern part of the W. coast of this channel has been sometimes called the continent of the Cape of Good Hope, on which there are some safe harbours for the protection of ships, particularly that which belongs to the port town of Mozambique,

bique, at the mouth of the river so called, with the W. extremity of the gulf of Sofala, and the bay at the mouth of St. Maria River. See SOFALA Gulf, and MARIA River.

MOZAMBIQUE River, is a river of Africa, on the S. E. coast, in the channel so called, the source of which is unknown to Europeans. The town of Mozambique is situated on an island at its influx into the ocean, and forms a safe and commodious harbour for shipping. Its lat. is about 15 deg. 18 min. S. and long. 40 deg. 48 min. E. To go into the road of Mozambique from the southward, steer from St. John de Nova at N. W. by N. and pass the two small islands of St. James and St. George that lie in the entrance to the gulf or bay, leaving them on the larboard side, and keep in from 6 to 7 fathoms. The shoals of Cavefera must also be particularly attended to, which will be seen by the sea's breaking upon them. Here pilots may be had to carry ships up to the island and fort of Mozambique. Mombas's Island is about 180 leagues at N. by W. from hence. The island of Mozambique is defended by a citadel, and is about 28 miles in circuit.

MOZANDUM Cape, or MUSELDOM, at the entrance of the Persian Gulf, is in lat. 26 deg. 17 min. N. and long. 56 deg. 20 min. E.

MOZUMGANY River, on the W. coast of the island of Madagascar, on the trending of that coast eastward, is 5 leagues to the E. from Didame, and a great indraught. It is a double opening, and the great River Sandges runs into the sea with it, having also several islands lying in its mouth. There is anchorage at the E. point of the entrance, if a little island which makes like a rock and the W. point of the main are brought to bear E. and W. and the distance from the point not more than 3 miles. As the coast is full of islands, and no pilots are to be had, ships which venture in should be well acquainted, or send boats a-head to secure the soundings.

MOZUPA, on the coast of Peru, on the W. side of the continent of South America, and on the South Pacific Ocean, called the hills of Mozupa, is 2 leagues to the northward from Chetipe, the shore between them lying all

in broken sand hills, and very rough, the land being higher towards the coast than farther inward, and a mountain particularly higher and longer than the rest, standing about half a league up the country, and making in different shapes according to the varying position in which it is seen. The hill of Morro Etin is 7 leagues to the W. N. W. between which, not far from Etin, are several lagunas or lakes of fresh water, concerning which see ETIN.

MUCAROS Island, an island near the N. coast of Cuba Island in the West Indies, which, with Island Verde, lies opposite to the Cape Quibannano. This, indeed, is almost the only particular, for which this cape is remarkable. From these islands it is said the Great Bahama Bank at the S. W. point of it, commences, about 14 leagues at N. by W. from the cape.

MUCKGRY Rock, in the Frith of Forth in Scotland, is to the westward of Edinburgh, in the way from Leith Road to Queen's Ferry. The fairway of this course is W. by S. and the S. shore is to be kept on board, steering between the island of Cramond and this rock. From hence the course is W. N. W. till the town of Queen's Ferry comes open.

MUFFIN Island, on the coast of Spitzbergen, in the northern Frozen Ocean, is in lat. 80 deg. 19 min. N. and long. 11 deg. 15 min. E. and the variation of the compass about 19 deg. 13 min. W.

MUGERAS Islands, otherwise called Men-Eaters or Women-Eaters Islands, are 10 leagues to the S. from Cape Catoche, on the E. coast of the peninsula of Yucatan. On the S. side of them towards the land there is good anchoring in from 7 to 8 fathoms and clean ground. The course from hence to go to the island of Cozumel is S. E. by S. giving an offing of 8 or 10 leagues to a large shoal off that coast, till a ship is in the lat. of Cozumel, and then to run right in for it. There is a channel within these islands and Cozumel, keeping them on the larboard in coming from the N. and the main on the starboard; in which there is from 5 to 7 fathoms, but the lead must be kept going as there are shoals on both sides, but the fairway in mid-channel is safe and good.

MUGGEL

MUGGEL Island or **MUGHALL**, is a small island near the S. point of the opening of Dublin Bay, not far from Dalkey Island; on the inside of which there is a narrow channel in from 5 to 6 fathoms, but the ground is not good. It lies at E. N. E. from the easternmost point of Dalkey Island, and is sometimes called Little Dalkey. As a mark for finding the passage over Dublin Bar, it must be brought at S. and then a ship may run in at N. N. W.

MUGGERT'S Bay, is between Youghall and Dunganon's Bays on the S. coast of Ireland, and contiguous on the northward to Mine Head, of which the latter forms the S. point.

MUGHALL. See **MUGGEL**.

Point MULATRE, in the island of Dominica, in the West Indies, is in lat. 15 deg. 16 min. N. and long. 61 deg. 21 min. W.

MULATTO Point, on the W. coast of South America, on the South Pacific Ocean, is the S. cape of the port of Ancon, as Tomocayo Point, about half a league distant, is the N. cape. It is about 16 or 18 miles to the N. from Cadavayllo River. Off this point is a small island or islet, which has 16 fathoms water on its W. side. See **ANCON**.

MULGRAVE Point or Cape, on the N. W. coast of America, is to the N. E. from Bhering's Straits, in the Frozen Ocean, in lat. 67 deg. 45 min. N. and long. 165 deg. 9 min. W.

MULHEAD, a point of land of the Orkney Islands to the northward of the N. point of Scotland, between which and Stronsa is the entrance from the eastward into Stronsa Frith, and from thence is a channel into Wire Sound.

MULL Island, is one of the Hebrides or western islands of Scotland, being 24 miles in length and as much in breadth. It is to the westward of Lochaber, Swenard, and Moydart, from which it is separated by a channel of only half a league in breadth. About the middle of the island is a great ridge of mountains, one of which is very high, and has the peculiar and appropriate name of Bein Vore, or high mountain, and may be seen from all the islands, and from a considerable distance within the main land of Scotland. Though it has no wood, it is very fertile in corn and grass.

MULL Sound, a channel or passage on the N. point of the island of Mull on the W. coast of Scotland, from the main land westward into the ocean, in lat. about 56 deg. 50 min. N. and running out to the N. point of Col Island.

MULVIA River, on the N. coast of Barbary, is the boundary between Morocco and Algiers, which falls into the Mediterranean Sea to the W. of Marfalquiver. It rises in the Atlas Mountains, which, from their height, have given rise to the fabulous story of Atlas supporting the world on his shoulders; and the town of Marfalquiver is situated in lat. 35 deg. 40 min. N. and in long. 6 deg. 10 min. W.

MUMBLES Bay, a small harbour on the coast of Glamorganhire in South Wales, to the westward of the Mumbles Head or Point, at the W. part of Swansea Bay. It is on the N. shore within the limits of the Brittol Channel, and nearly due N. from Ilfracombe in Devonshire.

MUMBLES Head or Point, a cape or point of the county of Glamorgan, being the W. limit of Swansea Bay, and near 5 miles at S. W. by S. from the town of Swansea, at the bottom of the bay. It also forms the E. point of Mumbles Bay. Between the point and Swansea is a deep sandy bay, in which ships may ride secure from W. and N. winds in from 3 to 5 fathoms water. A small ledge of rocks runs off from the point, that must be attended to in doubling the point; and a large flat sand is about 4 miles at S. E. by E. from it, called the Seaweather, but there is deep water within it towards the point. Penarf Bay is to the westward of the point; perhaps the same that is called Mumbles Bay, where is good riding in from 7 to 10 fathoms between it and Oxwich Point, and defended from W. and northerly winds. In the new light-house on this point, two coal lights were erected in 1794, at the height of 18 feet perpendicular above each other, by order of the Trinity House, which commenced from the 1st day of May of that year.

MUMBY Bay, on the N. coast of the island of Jamaica, in the West Indies, on the W. side of the mouth of Great Laughland's River, and both to the westward of St. Ann's Harbour on that coast.

MUNIA

MUNIA or **MENIE**, in the River Nile in Egypt, is not strictly within the limits of our plan. We have noticed it, however, as the place where vessels going down the Nile are obliged to stop and pay certain duties. It is 140 miles to the S. or higher up than Cairo, and in lat. 27 deg. 45 min. N. and long. 31 deg. 20 min. E.

MUNICK. See **MONK Rock**.

MUNIKSVEEN Islands, on the coast of Germany, off the N. E. point of Groningen, at the N. extremity of the Low Countries, near the entrance of the port of Embden.

MURANO Island, in which is situated a town of the same name, is about a mile from the city of Venice, and was formerly a very flourishing place, and is still said to contain 20,000 inhabitants. It has long been very famous for the manufacture of looking-glasses, which are blown here in the manner of glass bottles, and not cast as in England and France. It is in lat. 45 deg. 26 min. N. and long. 12 deg. 5 min. E.

MURDERER'S Bay, so called by the Dutch circumnavigator, Tasman, from the circumstance of having some of his crew murdered by the natives, supposed to be the same with what has been since called Blind Bay, or contiguous to it, near the N. W. part of the southern island of New Zealand, in the South Pacific Ocean. See **BLIND Bay** and **CAPE STEPHENS**.

MURGA MORG River, on the coast of Chili, in South America, and on the South Pacific Ocean, is to the southward of the S. point of Quintero Bay, and not far from the entrance into the river of Chili. It is not navigable, but is very good to water in.

MURMUGON Port, on the Malabar coast of India, is contiguous to Goa, and formed by the other channel that runs between the island of Goa and the peninsula of Salfetta. See **GOA**.

MURRAY Frith, on the E. coast of Scotland, where the land shoots off due W. from Buchan Ness, is a spacious bay, comprehended between this point to the S. E. and Dungsby Head to the N. W. In the bottom of the frith are the harbours of Inverness and Cromartie. It may perhaps with more propriety be deemed, in this extensive

view, an arm of the British or German Ocean. By means of this frith several of the lochs of Scotland have a communication with the ocean; particularly those known by the names of Loch Quich, Loch Garry, Loch Cluony, Loch Loyn, and Loch Oich, which pass from each other by means of rivers or small streams, into Loch Ness, that discharges itself into Murray Frith, by means of the River Ness, at the mouth of which is situated the port town called Inverness.

MURRY Island or **ENISMURRY**. See **ENISMURRY**.

MUSA Island, one of the Shetland Islands so named, is about a mile to the N. E. from the point of Nonnaise. There is a channel between the island and the main, in the direction of N. W. by N. and N. N. W. From this island goes in a small inlet to the N. called Eths Noe, in which is but 10 and 12 feet water. Brasey Head or Warthill is about 2 leagues to the N. of the island.

MUSACRA, the same with Muxara and Muxacra. See **MUXARA**.

MUSCAT, at the mouth of the opening of the Persian Gulf, on the N. coast of the Indian Ocean. The two hills called Afs's Ears by seamen, are about 12 leagues to the westward of it; and as soon as a ship has passed those Ears, the towers and walls on the tops of the hills at Muscat will come open, and will appear between the broken cliffs of the point a-head of the ship. An island will also make off shore, which is a little to the northward of Muscat Harbour. This is a terrible coast for seamen; for there is in some places no bottom within half a musquet-shot of the shore, neither is there any port or harbour to run into in case of a wind from the sea. Anchors and cables are, therefore, of no use to a ship here, on a lee shore; and there is no alternative, but to stretch out to sea one way or the other, to prevent certain destruction. In making the port of Muscat, if a ship is destined to anchor in the mouth or entrance, keep to the side on the southward, where there will be 15 fathoms and a hard sand. The variation of the compass here was 10 deg. 35 min. W. near 70 years ago, and it is in lat. 23 deg. 30 min. N. and long. 57 deg. 55 min. E. It is deemed the key of the

the Persian Gulf, and is a good port; but as the country is mountainous, the hills and rocks hanging over the houses in a very frightful manner, dangerous gusts of wind frequently come off from the hills, that are sometimes as terrifying to mariners as the rocks themselves, though many of the latter lie under water close to the shore. There is likewise as much danger from the treachery of the Arabs at this port as from the storms and rocks of the coast. The anchorage about the port is also very dangerous, being so near to the rocks, and in such deep water, that renders it extremely unpleasant and hazardous. Neither is it much better in the road; but the mole or bason, or rather the cove, is safe. Necessity or business only, therefore, induce ships to come here.

But notwithstanding these unfavourable representations, it is on many accounts a good port, compared with the desolate and dangerous coast to the westward. The mole, as it is called, is capable of receiving 50 or 60 good ships. But it is a strange coast for depth, as there is no ground within a mile of the port, and 35 fathoms within half a mile; but in the harbour is only 3 and a half and 3 fathoms over a clean sand. This port is known by some islands that lie at the distance of 2 leagues to the N. W. and by some watch towers and small forts upon the rocks; which rocks are black, as are all those in the country with which it abounds, and there is neither tree, bush, nor shrub for 40 leagues together upon the sea coast, nor any land-mark that may serve as a guide to seamen. It runs up at N. W. from Cape Rossalgat or Rassalgat, the easternmost point of the Arabian Coast, about 27 leagues.

MUSCLE Bank, at the entrance into Trinity Bay or Harbour, in the direction of S. W. situated on the E. coast of Newfoundland in North America. This bank is very easily avoided, as it shoots over from the point behind the small island on the larboard side going in, and extends to the N. W. only about one-third of the breadth of the opening; and as soon as a ship is within the bank, it may edge over again close to the S. shore, and give the N. side a large birth, by which means every shoal and danger will be cleared.

MUSCLE Bay, in the straits of Magellan, in South America, is about half way between Elizabeth's Bay and York Road, in which there is very good anchorage with a westerly wind. It is the same as Mussel Bay, or Great Mussel Bay. See MUSSEL Bay.

MUSCLE Bay, or MESSILLONES, on the coast of Chili. See MESSILLONES.

MUSEBURG, on the E. coast of Scotland, is about 3 leagues at S. W. by W. from Guilaness, on the S. shore of the Firth of Forth, and is a pretty deep bay; and between them are the towns of Port Seyton, Prestonvans, Fisherrough, and Musselbourg.

MUSELDOM. See MOZANDOM.

MUSHET, the principal city of Arabia Felix, has a good harbour, surrounded with high mountains. We presume it must be meant for the same place as we have already described under the name of Muscat. See MUSCAT.

MUSKITO. See MUSQUITO.

MUSQUACORE Harbour, on the coast of Nova Scotia, in North America.

MUSQUITO Bay, sometimes called MOSKITO or MUSKITO, is at the S. E. extremity of the island of St. Christopher's or St. Kitt's in the West Indies, and on the larboard side of the channel of the Narrows from the S. W. going round the point along shore, within the reef, to the northward. The coast is here lined with rocks, and at a small distance is from 4 to 6 fathoms, on the W. N. W. side of Booby Island, a small island so called, on the starboard side of the channel, though scarcely half way across towards the island of Nevis.

MUSQUITO or MUSKETTO Cove, on the coast of Greenland, is in lat. 64 deg. 55 min. N. and long. 52 deg. 57 min. W. and has high water on full and change days at a quarter past 10 o'clock.

MUSQUITO or MOSKITO Cove, on the W. side of the island of Antigua, in the West Indies, to the southward of Five Islands Harbour, and round the Five Islands, to the S. E. within the reef that stretches along nearly parallel to the coast on the S. W. part of the island.

MUSQUITO Island, one of the small Virgin

Virgin Islands so called in the West Indies, near the N. coast of Virgin Gorda, on which it is dependent. It is in lat. 18 deg. 25 min. N. and long. 63 deg. 15 min. W.

MUSQUITO Point, is the larboard point of the channel into Port Royal Bay, in Jamaica, where the powder magazines are situated, and on which is a battery of 80 guns for the defence of the channel, which is here very narrow, in the direction of N. N. E. nearly, and pretty near to the western shore. Round the point to the N. westerly is a spacious bay or basin, into which comes in the river of Spanish Town.

MUSQUITO Point, at the entrance into the river of Issequibo, on the coast of Dutch Guiana in South America, round which, as soon as ships are within, they are directed to run S. E. and then due S. and come to an anchor before the first village.

MUSQUITO Shore, is a part of the coast so called that is situated on the S. shore of the gulf of Mexico. It extends from Cape Camaron nearly to Fort Chagre. What indeed should properly be deemed the Musquito shore extends only from St. Juan's River to Cape Honduras, a distance of about 500 miles, uninterrupted by any Spanish settlement. The Indians of this country constantly put themselves under the protection of the English, and every new king receives a commission from the English governor of Jamaica; and until this grant be obtained, he is not acknowledged even by his own countrymen. They are excellent marksmen, and are employed by the English to strike the manatee fish; and many of them are also employed as seamen and sail in English vessels to Jamaica.

MUSSEL Bay, in the straits of Magellan, near the extremity of South America, is 2 leagues at W. S. W. half S. from Cape Quod, and is the same as Muscle Bay. See **MUSCLE Bay**.

MUSSELBOROUGH, on the S. shore of the Frith of Forth in Scotland. It is situated at the mouth of the River Esk, 6 miles to the E. from Edinburgh, and in lat. 56 deg. N. and long. 3 deg. 5 min. W. See **MUSEBURG**.

MUSSEQUOIF Bay, one of the small bays of the coast of New England in North America, so called, towards the N. part of the coast.

MUSTAGAM, is a sea port of Africa,

in the kingdom of Algiers, and 140 miles to the W. from that city, on the S. shore of the Mediterranean Sea. It is in lat. 36. deg. 30 min. N. and long. only 3 min. W.

MUTIEL Island, one of the Moluccas or Spice Islands of the eastern Indian Ocean, situated on the Equator and producing cloves. It is sometimes called **MOTIR** and **TIMOR**.

MUTTON Bay, is a middle bay so called in the great bay, between Cape Race, the S. E. angle of the island of Newfoundland, and Cape Pine to the westward on the S. coast. Trepassi or Trepassy Bay, is to the westward of this bay, and runs in deeper, into which also there falls several small rivers, but not into this bay. Ships are usually directed not to go into Mutton Bay; but by running over to the W. shore, to run up N. easterly into Trepassy Bay.

MUTTON Islands on the W. coast of France, about 7 leagues at W. by N. and W. N. W. from the island of Groa. Between these islands and the island of Glenan is a dangerous rock called the Bourceau or Lution. These islands are about 2 leagues to the S. W. from Buzec, and the same distance at S. S. E. from Quimper River; and there is a safe channel between them and the main, and anchorage within them on the N. side, where the ground is clean and from 12 to 15 fathoms between them and the bay of Buzec. Be careful of the rocks of Glenan which lie off under water at S. W. by W. and continue for about 2 miles.

MUTTON Island, is at the entrance of the road of Galloway on the W. coast of Ireland, and is 10 leagues and a half from the opening or entrance of the western channel, and 3 leagues and a half from Black Head, or the first point of the main land on the starboard side going in. Beware of the Black Rocks which lie a league to the westward of this island, and about half a league from the shore; the channel between that and the main is narrow, but there is 5 fathoms water. After passing this island, there is anchorage in a pool in 5 or 6 fathoms and good ground.

MUXARA, or **MUXACRA**, is a small town of Granada in Spain, situated on a mountain, at the foot of which is a harbour of the Mediterranean, about 16 leagues to the S. W. from Carthagena, in

in lat. 37 deg. 4 min. N. and long. 1 deg. 44 min. W.

MUYDEN Sand, on the S. shore of the Zuyder Zee, is the western part of the sand along the coast on the starboard side of the channel from the port of Amsterdam, and begins directly opposite to the point of Tyoort on the northern shore; from which point the channel is contracted, and runs out very nearly in the direction of N. E.

MUYER Sand, is the main body of the sand to the eastward of Muyden, and off from MUYERBORG, from whence the point of the extreme part runs off N. near 5 miles from the shore.

MYCONE Island in the Archipelago, is about 30 miles in circuit, and has but little water or wood, though it produces corn, wine, figs, and some olives. It is about 38 leagues to the S. W. from Smyrna, and has a town of the same name, in lat. 36 deg. 52 min. N. and long. 25 deg. 14 min. E. Between this island and Tinos Island is the fairway of the course for the gulf of Smyrna, passing round the island of Scio, and going up N. between that island and the main. This island possesses no good haven, though it has several good roads, especially under the westernmost point of the island, where ships ride before the town in from 15 to 20 fathoms and good ground; with shelter from winds at N. N. E. round by the E. to the S. E. But this road is exposed to the S. and S. W. which winds blow right in; notwithstanding which, such is the estimation in which it is held by seamen as a road, that many ships winter here. The channel between Mycone and Tinos is near 5 miles in breadth; but there is a ledge of rocks in the passage, called the Dilles, which at the W. end grow up into small islands, though they are all above water. From this channel to the island of Scio, is 18 leagues at N. E. by N.

MYNSEN Plat, so called by the pilots, otherwise known by the name of Donimicus Plat, in the Zuyder Zee, is a sand, on which is a beacon to the southward of the Waert. See **WAERT**.

MYRMIDONIA Island, on the W. shore of the Archipelago, another name for Engia. See **ENGIA**.

MYRTLE Island, is an island of Nassau Bay, on the coast of Florida, on the W. side of the peninsula, and the northernmost of 4 islands, in a line from S.

W. to N. E. for 50 miles or more, with openings of a mile or two between them. Between this island and the continent is the entrance into the bay, in lat. about 27 deg. 50 min. N. and long. W. 84 deg. nearly.

MYSTIC River, is a river which falls into Boston Harbour from the N. W. between the point of Charles Town and Noddles Island. Between this point on the W. and the island on the E. is 3 fathoms, but soon shoals to 2 fathoms and a half; and on opening the river to the N. W. there is a bank of sand in the middle, on the S. W. side of which is a channel of 2 fathoms, but it soon decreases in depth to 9 feet.

N.

NAB's Bay, of which Cape Ekimaux is the southern point or entrance, near the western limit of that part of Hudson's Bay in North America, known by the name of the Welcome Sea.

Cape NABO, in island of Japan. See **Cape NEBO**.

Cape NABON, on the S. W. coast of the Persian Gulf, is in lat. 27 deg. 36 min. N. and long. 51 deg. 53 min. E.

NACCARIA Island in the Archipelago, the same with **NICARIA**, which see.

NACRI Island, in the Archipelago, is a small island, nearly S. from Samos and W. by N. from the memorable island of Patmos.

NADEEGSDA Island, one of the Kurile Islands so called, in the North Pacific Ocean, and independent of the Japanese government, and to the N. of Matmai Island.

NAERDEN or **NARDEN**, is a sea port of Holland, situated in the S. part of the Zuyder Zee, in lat. 52 deg. 20 min. N. and long. 5 deg. 9 min. E.

NAES Point, one of the points of Cardiff Bay on the N. shore of the Bristol Channel as Worms Head is the other.

NAFFDÓY Port, on the N. shore of Galloway bay on the W. coast of Ireland, off which are the islands of Convit and Conkete. There is deep water to go into this port from 7 to 14 fathoms. To go in on the E. side of Con-

Conkete Island run up due N. until the port open at N. W. round Convit Island, and run up in that direction between Convit and Laquere, and anchor within the point under the main shore in 7 fathoms.

NAGG's Head, the southernmost point of the island of St. Christopher's or St. Kitt's in the West Indies, near which the shore is rocky, but has from 8 to 11 fathoms a little distance from the land.

NAGO Point, the N. E. point of the island of Teneriffe, one of the Canary Islands in the North Atlantic Ocean. It is a mark for anchoring in Santa Cruz Road, when it bears at N. 64 deg. E. and when St. Francis's church, remarkable for its high steeple, bears W. S. W.

NAHANT Bay, on the coast of New England in North America, is to the N. round the N. E. point of the harbour and bay of Boston, and runs up within the peninsula.

NAHANT Point, the S. point of the peninsula on the E. side of Nahant Bay, on the coast of New England in North America. A long ledge of rocks runs off S. a little westerly from the point that almost shuts up the bay, leaving a very narrow pass between the tail of the ledge and the sand or ooze from the shore, near which is 5 fathoms water.

NAHANT Rock, a rock which is situated to the northward of Nahant Point, on the North American coast, within the limits of Massachusetts Bay, between Boston and Lynn.

NAHANTICK Bay, on the coast of Connecticut in New England, is to the W. of the mouth of Thames River, and N. from the E. end of Long Island.

NAHANTICK Point, is the limit to Nahantick Bay, to the westward of the River Thames on the coast of Connecticut in North America.

NAINATIVA Island, one of the small islands of the East Indies, which are situated near the N. W. point of Ceylon Island, being very small.

NAIRE Rock, on the N. coast of France, a high rock near to the opening of the River Treguier, which is 7 or 8 miles to the W. of Brehat. In coming to it from the westward, this rock, which is on the E. of the channel of Er and S. E. from it, must be brought on with a wood at the W. end of Pleabian, a town that stands on the E. side

of the river; this will carry a ship through into the channel on the E. side of Er, in which, however, great care must be taken as there are sunken rocks and foul ground on the E. side of the island, and many rocks are so high as to be seen at low ebb tides.

NAIRNE is a borough and sea port of Scotland, at the entrance of the Frith of Murray, 10 miles E. from Inverness, and in lat. 57 deg. 33 min. N. and long. 3 deg. 51 min. W.

NAKENS, on which are some beacons that serve as guides for the channel of the Boom, when it unites with the Western Boom Gat, between the E. end of Vlieland or Fly Island, and the W. end of Schelling Island. See ROBBE Gat.

NANAGACQUI. See NANGASAQUI.

NANFIO Island in the Archipelago, is to the N. of Santorini, and about 18 miles in circuit. It is in lat. 35 deg. 46 min. N. and long. 26 deg. 12 min. E.

NANGASAQUI, is a city on the W. side of Bongo, one of the Japanese Islands, about 56 miles to the S. of Nippon in the North Pacific Ocean. The Dutch factors reside near it in the island of Disnia, but are never suffered to come within the city, except on the arrival of their ships; at which time they are obliged to deliver up their guns, rudders, sails, and rigging, as pledges of their good behaviour. It is in lat. 32 deg. 32 min. N. and long. 128 deg. 48 min. E.

NANKING Bay, is a bay of the Yellow or Chinese Sea, or, in more general terms, of the North Pacific Ocean, on the N. E. coast of China. It is partly formed by the mouth of the great river Kiam, which falls into it, and receives its name from the city so called that is situated on the S. shore of the river, at a considerable distance to the W. from the bay, through which ships that are bound to Nanking must pass. The lat. of the city is 33 deg. 30 min. N. and long. 119 deg. 50 min. E.

NANTIAN or NIMTAM Island, off the S. W. coast of the island of Sumatra. To make this island from the N. end of the island run out westward into the sea, till an offing is obtained of from 35 to 40 leagues, to get clear of the numerous islands, rocks, and shoals, and to keep out of the way of the long calms and fierce currents, especially near the main, that prevail in those seas. When a ship is in 3 deg. N. at this distance from the island

island of Sumatra, it may steer S. by E. and S. S. E. keeping the same offing till it comes to 1 deg. N, and then proceeding one point more to the eastward till it has crossed the line, continue till it is abreast of the strait between this island and the island of Good Fortune, in lat. 1 deg. 20 min. S. Then run right in till within sight of them, to the N. end of the island of Good Fortune, which is the largest of the two islands; there are numerous small islands about them, but the dangers are visible, and, by keeping in 10 fathoms by day, and lying to in the night, a ship may run at E. by N. from these islands to Priaman, which is a distance of 18 leagues.

NANTASKET Road, at the entrance into the channels of Boston, extends at N. W. from Hull point, or the inner point of the peninsula, of which Point Alderton is the outer, to the inside of St. George's Island; from which the several islands to the eastward serve to break off the swell of the ocean.

NANTUCKET Island, on the coast of New England in North America, is about 80 miles to the S. S. E. from Boston, and nearly due S. from Cape Cod. It lies to the eastward of the island called Martha's Vineyard, and is in lat. 41 deg. 12 min. N. and long. 69 deg. 30 min. W. A light-house has been erected upon it for the direction of seamen, in which is one lantern.

NANTUCKET Shoal, is a bank of the North American Ocean, so called from the island of that name near the coast of New England in North America. It stretches out to seaward above 15 leagues in length, and 6 in breadth, to the S. E. from the island of its name. It is said to be in lat. 40 deg. 10 min. N. and long. 69 deg. W. and to have high water at 9 o'clock.

NANTZ or NANTS, a city of France on the River Loire, anciently known by the name of CONDIVINA, the trade of which is conducted by barges; and small vessels from Pambœuf, where large vessels are obliged to load and unload. It is about 10 leagues from the sea, and in lat. 47 deg. 13 min. N. and long. 1 deg. 34 min. W. It has high water on full and change days at 3 o'clock. See LOIRE and PAMBEUF.

NAOS Port, in the island of Lancero-ta, one of the Canary Islands in the North Atlantic Ocean, is the northernmost of two bad havens on the S. E. side of the island, at about a cannon

shot distance from each other, and the deepest of the two. For the other, see *Porta CAVALLLOS*. This haven goes in N. W. and by N. between two ledges of rocks, where are erected two beacons or heaps of stones, like the Worders of Norway. Bring these one in the other and keep them so, and sail right in between the ledges of rocks. On the shoalest part of the bar, about a ship's length, is only 17 feet at high water, and 7 at low water; but it speedily deepens to 3, 7, 9, and 11 feet deeper within; then edge up N. and presently N. E. and anchor behind the rocks to the northward of the bar. As the ground is very rocky, hard, and uneven, in the channel, care must be taken not to go in there with heavy ships, or such as draw above 14 feet water at full tides; for if a ship should strike, she must very soon break to pieces. The ledge of rocks both without and within is very steep, and ships may pass close by it; and it is altogether clean and sandy ground, having from 30 to 34 feet at high water. If the wind happens to blow from the seaward, it brings in a great sea; but this indeed very seldom happens, because the wind mostly blows from the N. or N. E. and therefore it is almost always smooth water here. There are two small islands between this port and Porto de Cavallos, of which the northernmost is the greatest.

NAPLES Bay or Gulf, in the Mediterranean, is a large bay of the Tuscan Sea, on the S. W. coast of the kingdom of Naples, at the S. E. part of Italy. It receives its name from the celebrated city of Naples, which stands on the N. E. part of it, in lat. 40 deg. 51 min. N. and long. 14 deg. 14 min. E. It is about 10 leagues in breadth in one part, but more in length; and it is rendered a very secure and commodious station for shipping by the islands of Ischia and Capri that lie before the entrance, and partly shelter it from the violence of the Mediterranean in tempestuous weather, notwithstanding which there is a free and open entrance for ships into the bay between the islands. Mount Vesuvius is situated near the S. E. part of the bay. From this bay or gulf to the Fare of Messina, there is not one haven, creek, road, or port of any consequence. In the harbour of Naples 500 vessels may ride secure, without being endangered by the violence of the waves, which is checked by breaking against the mole; at the extremity

extremity of which is a very fine light-house. It appears from a paper communicated to the Royal Society, and published in the Philosophical Transactions of that society for 1793, from Sir Charles Blagden, Knight, and dated Naples, that when it is high water there at 11 o'clock, the tide rises one foot, but that the ebb of the preceding day had been observed to have sunk an inch lower, or more, and that on full and change days, it is high water in the bay between 9 and 10 o'clock. But these observations can only be made in a calm sea.

NAPOLI di Malvasia, is a town of the Morea peninsula in European Turkey, having a harbour at the mouth of the gulf of Napoli di Romania, about 15 leagues to the S. E. from that city, in lat. 36 deg. 55 min. N. and long. 23 deg. 36 min. E.

NAPOLI di Romania, or the ancient **NAPULIA**, is a town and fortress of the peninsula of the Morea, extending into the bay called Golfo de Neapoli. It has a good harbour, and is one of the strongest towns of the whole peninsula, and about 21 leagues to the S. W. of Settines or Athens, in lat. 37 deg. 36 min. N. and long. 23 deg. 32 min. E.

NAPOULE Gulf, or **Golfe de la NAPOULE**, is to the eastward from Frejus Gulf, and to the westward from Antibes, on the N. shore of the Mediterranean, and S. coast of France. It has anchorage, on the N. and W. sides within the island of St. Marguerite; and the passage into it is nearly from the S. giving the larboard point a birth, and equally avoiding a reef of rocks that runs off S. from St. Marguerite Island on the starboard.

NAQUEVILLE Point, is the N. W. point of the Bay des Mares on the N. coast of France, to the W. of Querqueville Point, between Cherburgh and Cape de la Hague.

NARAFRIA Island, in the Archipelago, in the Mediterranean Sea, is to the S. E. from Nio Island, and W. by S. from Stannalia, having on its S. side 3 smaller islands, and 1 at the E. end; the former of these lie directly before a haven or inlet of the coast.

NARAGANSET River, is a small river so called in New England, in North America, that falls into Taunton River; and also into the Seaconnet Passage at the N. end of Rhode Island.

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NARBONNE Canal, is a navigable cut or channel from the Mediterranean Sea, on the S. coast of France, to the town of Narbonne, at about 6 miles distance, where it joins the Royal Canal of Languedoc that connects with the River Garonne which falls into the bay of Biscay in the North Atlantic Ocean.

Gulf of NARBONNE, a bay or gulf of the Mediterranean Sea on the S. coast of France, from which is the entrance of the canal leading to the town of its name, in lat. 43 deg. 12 min. N. and long. 3 deg. 0 min. E. There is good anchor ground and regular shoalings upon all the coast of the gulf, but no harbours or trading ports except those of Roses and Cette. In the bay is also a great depth of water every where, and a very dangerous surge of the sea, from Cape Dragon to the islands of Hieres; for if it blows any thing fresh from the E. or S. E. called a *Levanter*, the sea runs very high, and with a short and chopping wave passes so furiously that good ships often founder in it.

NARBOROUGH Island, is an island of South America so called from Sir John Narborough, and is situated on the coast of Chili in the South Pacific Ocean. It is about 37 leagues to the S. of the island of Chiloe, in lat. 45 deg. 12 min. S. and long. 76 deg. 12 min. W. It affords wood and water, but has no inhabitants; and about 3 leagues to the S. E. of it upon the main, is a large sound, being the opening of a great river.

NARDEN. See **NAERDEN**.

NARENTA or **NARENTO Bay**, on the coast of Dalmatia, and probably the same as **NARENZA**, is a spacious and convenient harbour for shipping, whereon the port town of the same name is situated in lat. 42 deg. 50 min. N. and long. 18 deg. 25 min. E. It is 28 miles to the N. of Ragusa.

NAROVA River. See **NARVA**.

NARROWS, or **NEW CHANNELS**, is a passage or channel so called near the S. shore of the River Thames, nearly contiguous to the coast between Reculver and Hampton. It is only about one third of a mile in breadth, but, according to some accounts, only a cable's length broad, having buoys on its N. side, or larboard going down and a small sand bank on the starboard. It goes in between the W. ends of the Spell and Laft, and is about a mile in length;

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which

which ends come dry at low water. In the mid channel there is 3 fathoms, but on each side near the sands barely 2 fathoms, and the course is E. by S. half S. between the Searn buoy and the E. buoy of the Laff, which are about half a mile asunder, and are both black, in the direction of S. W. by S. and N. E. by N. from each other, and the thwart marks for them are to get Chislet mill on Reculver Church at S. S. W. southerly. This is also a good mark for running through Searn Swatch. The Cross Bank is W. by S. half S. from the Narrows about half a mile, and has but 5 or 6 feet at low water, and to avoid it keep near to the Spell buoy, the W. buoy of which is white, and the marks for it are to bring the W. part of Bishopton on a bight at S. nearly half W. and the E. end of Lower Hall Grove on a boat house, at S. E. three quarters E. After clearing the Narrows down along the coast, come no nearer to the main than 3 and 4 fathoms, nor to Margate sand than to 3 fathoms near the Spit and 5 fathoms further eastward.

NARROWS, the channel from the S. E. into Spithead so called, and sometimes the **SPITHEAD NARROWS**, are pointed out by the Dean and Horse buoys on the starboard side going in, and lying to the N. E. and by the Warner Buoy and No Man's Land Buoy on the larboard to the S. W. They are distant from the sand called the Owers about 5 leagues at W. N. W. half N. There is 12 and 13 fathoms between the buoys in midchannel, and generally more from 15 to 17. The two starboard buoys going in are black, and the two larboard ones white. Come no nearer to No Man's Land Buoy than 12 fathoms. For the directions to go in, see **HORSE BUOY** and **FORT MONCKTON**.

NARROWS, the channel or passage at the S. E. end of the island of St. Christopher's or St. Kitt's in the W. Indies, between that island and Nevis island to the S. E. It lies in the direction of N. E. and S. W. and nearest to St. Kitt's island, the other shore having sands and rocky banks across half channel over.

NARROWS, in the straits of Maghellan are two, the first and second, for an account of which see **MAGHELLAN STRAITS**.

NARSINGA, in the bay of Bengal, on the western shore of the gulf, is in lat. 18 deg. 5 min. N. and long. 85 deg. 20 min. E.

NARVA is a port town of Livonia, on the frontiers of Ingermanland, on the rapid river of the same name, issuing from the Peipus Lake, and falling into the gulf of Finland, about 8 miles below the town, in lat. 59 deg. 15 min. N. and long. 28 deg. 16 min. E. The river of Narova or Narva issues from the lake Peipus, and is noted for two picturesque water-falls, which indeed have been exaggerated by descriptive writers.

NASH Point, on the N. shore of the Bristol Channel, sometimes called **Ness point**, is on the coast of Glamorganshire and at the point of the opening of that shore towards Swansea Bay, in the direction of N. W. or more northerly. It is about 5 leagues to the W. from Cardiff Point, and 5 leagues more at N. W. to the bottom of the bay at Neath, 4 miles to the E. of Swansea. **Nash sand** lies off from the point about half a mile, and stretches out to W. N. W. for 7 or 8 miles, and by keeping Barry island on the eastward open without the point, a ship will pass clear of this sand to the southward of it. There is a channel also between the point and the sand, close by the shore, for those that wish to anchor in the bay.

NASH Sand. See **NASH Point**.

NASKYTUKKET Bay, one of the numerous small bays on the coast of New England, in North America, known by this name.

NASQUIROU River, on the Labrador coast in North America, is to the westward of the Eskimaux river, not far from which are several smaller ones.

NASSAU Bay otherwise called the bay of Spirito Sancto, on the W. coast of E. Florida, or the eastern shore of the gulf of Mexico. It is a large bay, which extends for near a degree in length from N. to S. and has 4 islands in it, situated in a line from S. W. to N. E. for 50 miles, with openings between of a mile or two; of these Myrtle island, the most northerly, has been already noted. Between these islands and the main is the entrance into the bay. It has many springs of excellent water, and it is 5 leagues broad from Myrtle island to a row of islands that run parallel with the main land, and another bay between them stretching 50 or 60 miles to the S. as far as one of the smaller mouths of the Mississippi.

NASSAU Bay, is a very extensive bay of the ocean, on the S. coast of Terra del Fuego

Fuego island at the S. extremity of South America. It is to the E. of False Cape Horn, which forms the western limit or boundary of the bay, Cape Horn being the S. point of the southernmost of the Hermit's islands, a groupe of islands so called which lie off the coast opposite to this bay. It is capable of holding a fleet of ships, and though there are small islands near its entrance, all the dangers are visible, and ships may sail freely between them, or on each side of them. As the Hermit's islands lie off the bay, and False Cape Horn on the W. runs off considerably to the southward, it is doubtless well sheltered and secure from the tempests of the ocean. The bay, too, is large and open, and cannot be overlooked in sailing along this coast, especially from the eastward, as the cape and the Hermit's islands must be plain marks whereby to distinguish it.

NASSAU Cape, on the coast of Surinam, or N. E. coast of South America, is to the N. N. W. from Issequibo gulf and the E. point of the entrance of the river Pomaron. The Spaniards know it by the name of Cape DROOG, and ships in running up from Issequibo gulf, must bring this point at S. S. E. before the river will come open. See POMARON or PUMARON. The lat. appears to be about 7 deg. 40 min. N. and long. 59 deg. 30 min. W.

NASSAU Fort, in the eastern Indian Ocean. See NERA.

NASSAU Island, to the westward of the coast of Sumatra island in the East Indies, is in lat. from about 2 deg. 20 min. to 30 deg. S. and long. 100 deg. E. It is an island of some extent, and lies in the position of N. W. and S. E. nearly, at the distance of 20 leagues or more from the main coast.

NASSAU straits, in the northern ocean in lat. 69 deg. 55 min. N. and long. 57 deg. 30 min. E.

NASSIPORE, on the eastern coast of India, or W. shore of the gulf of Bengal, is 14 leagues at E. S. E. from Methlepatnam, and the N. point of a bay, and from hence it is 15 or 16 leagues at E. N. E. to Point Goordeware.

NATA, in the bay of Panama, on the S. coast of the isthmus of Darien, and on the North Pacific ocean, has a harbour, and from hence and the adjacent parts provisions are sent for the supply of the inhabitants of Panama. It is in lat. 8 deg. 12 min. N. and long. 81 deg.

12 min. W. It is of itself a spacious and deep bay, but nevertheless is not to be used by ships, except in cases of necessity, because the winds blow long at E. upon this shore, and they may be consequently embayed, and find very great difficulty in getting out. The bay extends to the island Iguenas.

Point NATA, is the W. point of the mouth of the bay, otherwise called Cape Chama. See CHAMA Cape.

NATACHQUOIN River, a large river of the coast of Labrador in North America, to the westward of Nasquirou river, under Mount Joli where it forms a southerly cape, in lat. 50 deg. 25 min. N. and long. 60 deg. 45 min. W. The little Natachquin river is to the W. S. W. of this.

NATAL, on the S. E. coast of Africa, besides the Port, has 3 distinct points of land on the coast so called, all of them to the N. E. from Algoa bay. To begin with the first, which is most southerly, it appears to be in lat. 32 deg. S. and long. 29 deg. E. and to have a small bay or bight of the coast, with a clean shore, being every where else both ways from the points of the bay lined with rocks. The Middle Natal Point is about N. E. by N. from the former, and in lat. 31 deg. S. and long. 30 deg. 20 min. E. The Last Natal Point is farther to the northward, nearly in the same direction, and in lat. 30 deg. 15 min. S. and long. 30 deg. 45 min. E. Nearly due N. from this last point, where the coast still continues foul, at a small distance is Port Natal.

Cape NATAL, or Ambra, on the island of Madagascar, being the N. E. point, is in lat. 12 deg. 15 min. S. and long. 49 deg. 10 min. E.

Point NATAL, on the S. shore of the Rio Grande on the N. E. coast of Brazil in South America, is to the S. W. from a 4 square shoal at the mouth of the entrance of that river, which contains some dangerous rocks. On this point is the Castle of the Three Kings, or Fortaleza des Tres Magos. The town of Natal is about 3 leagues from the castle, before which is the road for ships, with very good anchorage in from 4 to 5 fathoms and well secured from winds.

Port NATAL, on the S. E. coast of Africa, is in lat. 29 deg. 50 min. S. and long. 30 deg. 45 min. E. See NATAL Points, on the same coast.

NATCHITOCES, a fine river so called

in North America, in that part of it which is named Louisiana, and falls into the Mississippi at Point Coupee.

NATIVIDAD Port, on the W. coast of New Mexico, is 70 leagues to the N. W. from Acapulco, between which are Sitala, Tequepa, Petaplan, Siguanero, Istapa, Sacatulca, &c. which are noted under their respective heads.

Point NATIVITY, is the E. point of Christmas Sound, on the S. coast of Terra del Fuego Island at the S. extremity of South America. See **CHRISTMAS** Sound.

Port NATIVITY, on the W. coast of New Mexico, is the same as **NATIVIDAD**.

NATOER, or Reefs of Natoer, a sand or shoal on the coast of Coromandel in India, and the first from the southward on the whole coast, which lies off from Fort St. George to the N. N. E. See **MANOES**.

NATOIGAMIOU River, on the coast of Labrador in North America, goes in between a chain of small islands that lines the coast to the westward of Canat Island, off which are some rocks, and an opening that forms a kind of bay, and to the eastward of a large bay which opens to the width of several islands, and is sheltered by these islands.

NATON Port and Bay. See *Cape d'ANCIA* and *Port NEPTUNE*.

NATUMA Islands, in the Eastern Indian Ocean, are to the eastward from Malacca, and to the N. E. and not far from the Anamba Islands. They are a group of small islands, which occupy a space of more than 20 leagues each way, in lat. about 4 deg. N. and long. 107 deg. E. and at N. W. from Cape Tanjong on the island of Borneo.

NATUNA Island, in the Eastern Indian Ocean, is in lat. 4 deg. N. and long. 103 deg. 38 min. E.

NAVARARY Bay, within the island of Calpentine on the W. coast of the island of Ceylon, from the S. point of which a spit of coral rock begins, running along shore till within a league of Chilon, or Chilca River, and about 2 leagues from the shore. It must be sought for by the lead.

NAVARINO, anciently known by the name of **PYLUS**, is a strong trading town of the peninsula of the Morea, and deemed to possess the most spacious harbour on all its coast, being about 4 leagues to the N. of Modon, and 32 leagues to the

S. W. from Corinth. We can only recommend the taking a pilot at Sapienza for going into it. It is in lat. 37 deg. 2 min. N. and long. 21 deg. 40 min. E.

NAVASIA Island, is a small island of the West Indies in the Windward Passage, or the strait between the islands of Cuba and Hispaniola, and noted for guanas, an amphibious creature that breeds plentifully at the roots of old trees, in the shape of a lizard, and having scales. Some of them are three feet in length, and their flesh is firm and white, and said by seamen to make good broth. The inhabitants of Jamaica come hither in boats to kill them.

NAVEL Island, is about 6 leagues to the southward from the Skipper, on the coast of Lapland, being a high island, and about half a league in length. There is a very good road behind it, into which ships may run from the southward, but cannot enter it from the northward, and shelter from all winds. Black Point is 8 leagues to the eastward of the Skipper. This island is called by the people **ROAKE OPTRO**.

NAVEL of the Sea. See **MAELSTROOM**.

NAVIA. See **PAN NAVIA**.

NAVIDAD, is a town of Mechoacan, a province of Mexico, with a harbour on the North Pacific Ocean, in lat. 18 deg. 51 min. N. and long. 111 deg. 10 min. W.

NAVIGATORS Islands, a cluster of islands so called in the South Pacific Ocean, surrounded by a coral reef, though boats may land on them with great safety, in lat. 14 deg. 19 min. S. and long. 169 deg. W.

NAVIRES, or *Cape de NAVIRES* Bay, in the island of Martinico in the West Indies.

NAWSHAWN'S Island, one of the Elizabeth Islands so called on the coast of North America, situated at the mouth of Buzzard's Bay, and only 3 miles from the peninsula of Barnstable County, which forms Cape Cod Bay.

NAXIA Island, in the Archipelago, otherwise called **NIXIA**, and anciently **NAXOS**, is one of the most fertile islands of that sea, being well watered, and having woods, hills, and valleys agreeably intermixed. It is situated to the S. E. of Mycone, and to the E. of Paros, and is 100 miles in circuit. On the S. side of the island is a town defended by a castle,

castle, and about a gun-shot from it is a fine marble tower on a rock, in the middle of a heap of stately ruins of marble and granite, probably the remains of the temple of Bacchus. It is in lat. 36 deg. 41 min. N. and long. 26 deg. 10 min. E.

NAXKOW, is a town of Denmark, situated in the island of Laland, having a harbour very commodious for trade, and a plentiful fishery, about 20 leagues to the S. W. from Copenhagen, and in lat. 54 deg. 52 min. N. and long. 11 deg. 31 min. E.

NAXOS, the same as **NAXIA** Island, which see.

St. NAZAIRE, in the River Loire, for which see **LOIRE**.

NAZAR River, on the S. coast of Africa, is probably one of those which fall into Nazareth Bay, on the S. side of the Equinoctial line; between which and the River Angra to the northward, are the Flats that lie out to seaward, and require the greatest degree of attention. Great ships must not come nearer to these than from 10 to 12 fathoms, though small ships may venture to stand into 5 or 6 fathoms, but not nearer. An island having a white sand bank very shoal, and running out a league from the main, will be seen to the southward of those Flats, on which bank there is not more than 2 fathoms, and ships should not come nearer to it than 5 fathoms; they must then run off at W. N. W. to get above the reef which shoots off from the island, to make Cape Lopez. See **CAPE LOPEZ**.

NAZARETH Banks, are shoals so called in the Indian Ocean, extending in the direction of N. by E. and S. by W. nearly. They are three in number, and are out of the fairway of any commerce, so that it will be enough to describe their situation as laid down in our charts. The most westerly begins in lat. 15 deg. S. and extends to 11 deg. and a half, being in some places about 16 or 18 leagues broad, and in others considerably less, and from long. 56 deg. 0 min. to 58 deg. 0 min. E. The middle bank runs in the same direction from the N. side of the islands of Angasa, the extremes of which are its breadth in that part, and runs up to 13 deg. 50 min. S. lat. and between long. 58 deg. 10 min. and 60 deg. E. The most easterly bank is somewhat irregular, and less extensive than either of the others, commencing at its S. end nearly in the parallel of Angasa

Islands, about 1 deg. 40 min. of long. to the eastward, first lying N. E. by E. and then N. and forming a hook on its E. side, into lat. 15 deg. 20 min. S. and long. 62 deg. E. The small island of Brandon is due E. from the middle of this bank, in lat. 16 deg. 50 min. S. and long. 69 deg. 15 min. E.

NAZARETH Bay, a deep bay of the S. coast of Africa, extending from the Equator about 1 deg. to the southward of the line, of which Cape Lopez Gonsalvez forms the most westerly point.

NAZE, another word for **NESS**, or projecting point of land, of which there are many so called on the different coasts of the known world, the most remarkable of which, as known under this name to seamen, we shall endeavour to collect and describe. Many others may, no doubt, be supplied by the reader.

NAZE, of Norway, emphatically so called, is the S. point of that country, and the larboard point of the entrance to the Scaggerac Sea, in lat. 57 deg. 59 min. N. and long. 7 deg. 10 min. E. It has high water on full and change days at a quarter past 11 o'clock.

NAZE, on the coast of Essex, is to the southward of Harwich, and a noted mark for sailing to or from that Port, into or out of the various channels which are formed by the sands at the mouth of the River Thames. It is a hooked promontory, inclosing a few low islands, from which the land declines to the westward, so as to form the N. shore of the river. It bears at N. W. by W. westerly from the buoy of the Gunfleet. See **GOLDMORE**, **GUNFLEET**, **HARWICH**, and **CUTLER**.

NAZE, or **NESS**, on the coast of Glamorganshire, being the N. shore of the British Channel. See **NASH** Point.

NEATH, is a port town of Glamorganshire in Wales, about 4 miles at E. by N. from Swansea, and in the very bight of the bay, at the mouth of a river so called, and is chiefly used by colliers. It is 5 leagues from Nash Point along the coast about N. N. W. in lat. 51 deg. 43 min. N. and long. 3 deg. 45 min. W.

NEATH River, on which the port town of Neath is situated, falls into Swansea bay at the N. E. angle.

NEB, is a river of the Isle of Man in the Irish Sea, into which it discharges its waters at Peel Castle.

Cape NEBO, in the island of Japan, in the

the North Pacific Ocean, is in lat. 39 deg. 15 min. N. and long. 142 deg. E.

NEEDHAM'S Point, on the S. W. angle of the island of Barbadoes in the West Indies, is to the S. easterly from Bridge Town, having a fort upon the point called Charles Fort. The W. side of the point is rocky, from which runs off to the westward a shoal or bank, about a quarter of a league, round which ships must pass, by giving the point a birth of a mile or more, to go into Carlisle Bay, at N. N. E. from the extremity of the bank.

NEEDLES, or AGUILLAS Cape, to the eastward from the Cape of Good Hope. It is the next point to the eastward from Cape Falso, or False Point, and to the westward from Fleth Bay. It receives its name from its sharpness, and is deemed the southernmost land of Africa, being E. S. E. from the Cape of Good Hope, from whence the coast trends away at E. N. E. Ships may stand in as near to this cape as they please, and on the W. side of it as far as to the Cape of Good Hope; but from thence to the eastward is a great reef that runs off for 40 leagues, and ships must steer away from the coast to avoid it. It is in lat. 34 deg. 44 min. S. and long. 20 deg. 27 min. E.

NEEDLES Rocks, are certain perpendicular and pointed rocks so named, at the western extremity of the Isle of Wight on the coast of Hampshire, in the English Channel. They formerly were connected with the main land, but have since been disjoined by the washing of the sea, and are three in number. A fourth, known by the name of Lot's Wife, which had been undermined by the same means as the whole of them were first separated from the lofty acute point of the island, fell down in the year 1764 with a prodigious crash, and is now totally lost; it was about 120 feet high from the low water-mark, and in shape very much resembled a needle, with a still stricter propriety than any of those which remain. They are laid down in lat. 50 deg. 42 min. N. and long. 1 deg. 32 min. W. and have high water on full and change days at half past 9 o'clock, or later. See ALLUM Bay.

NEEHEEHEOW Island, one of the Sandwich Islands so called, about 5 leagues to the westward of Atooi, in the North

Pacific Ocean. Its eastern coast is high, and rises abruptly from the sea; but the rest of the island is low ground, except a round bluff head on the S. E. point. About 10,000 inhabitants are contained in it. Its place of anchorage is in lat. 21 deg. 50 min. N. and long. 160 deg. 15 min. W. Sometimes it is wrote NEHEEOW or ONEEHEOW.

NEGADA. See ANAGADA.

NEGAPATNAM, on the Coromandel coast of the peninsula of India, or western shore of the bay of Bengal, has a harbour about 7 leagues to the S. of Tranquebar, and 9 or 10 leagues to the N. of Calimere, in lat. 10 deg. 41 min. N. and long. 79 deg. 38 min. E. The course runs along by the shore, which is all good and clear, keeping off in from 4 to 6 fathoms. It will be known by a Pagod which is about 4 miles to the northward of the river, and is very distinctly seen from the offing. There is very good riding before the town in 7 fathoms; but the haven scarce deserves the name, and is never used but by small country vessels, and there is even a bar at the mouth, which makes the passage in bad weather dangerous even for boats. Nega means a serpent, and a very venomous species of those reptiles abound here, the name denoting a city of serpents.

Hoai NEGHAN, on the coast of China, in the eastern Indian Ocean, is in lat. 33 deg. 35 min. N. and long. 118 deg. 49 min. E.

NEGOAS Island, is a large and populous island of the eastern Indian Ocean, and one of the Philippines, situated between Luzon and Mindanao.

NEGOMBO, or NEGUMBO, in the island of Ceylon in the East Indies, on the W. coast, is within the N. part of an island contiguous to the main, and situated to the southward of Cayanal River, in lat. 7 deg. 31 min. N. and long. 78 deg. 10 min. E. It is 10 leagues at S. by W. from Ceylon, and is a very difficult coast, so that pilots are always sent on board ships on their appearance in the offing.

NEGRAIS, is a town of the further India, on the E. shore of Bengal Bay, and 240 miles to the W. of Pegu, in lat. 16 deg. 10 min. N. and long. 94 deg. 25 min. E. To go into Negrais, there is from 6 to 16 fathoms; and care must be taken to keep the main close on board on the starboard side. In turning in,

en, Great Negrais stands on the S. point, being built on a small hill, with a little pagoda and some teddy trees standing singly upon the hill, which are plainly to be seen. The point is bold at going in, and at Little Negrais within, as well as in the river at Great Negrais, are several good harbours.

Cape NEGRAIS, on the E. shore of Bengal Bay, and the coast of the farther India, for which see the directions under DIAMOND Island.

Great NEGRAIS, for which see what has been said under NEGRAIS.

Little NEGRAIS Island, at the entrance of the Salt Water River, on the coast of Pegu in the farther India. Its town and harbour may be seen from a ship before it goes into the river, as it stands without on a small island that is about 3 miles long and one broad, at the entrance of the large river of Negrais; which island lies in lat. 16 deg. 12 min. N. and is 4 leagues distant from the southernmost part of the Great Negrais, in the direction of S. half W. There is a large high hill on the northernmost end of this island, and a rock on its summit, from whence arises a spring of good water; and some part of the N. W. end of the island at spring tides is covered with the sea. This island lies in the mouth of the Salt Water River. The best anchorage is near the low sandy point, on this island of Little Negrais, near which is a small creek running up into the island, by which it may be known; and within a cable's length of the shore there is 6 fathoms, and land-locked from all winds, where there are also good ways for laying ships on shore. At the foot of the mountain on the N. end is the watering place, where ships may ride in 5 fathoms, and oozy ground, at the distance of half a cable's length from shore. See SALT WATER River.

BOCA NEGRA Sand and shoal, are off the river of Lima on the coast of Peru and in the South Pacific Ocean, in the direction of S. S. W. from Cadavaylo River.

NEGREC Terre Point, on the W. coast of France, is a mark for sailing into the river of Bourdeaux, and for discovering a small sand or bank, which bears S. about half a league from the middle of the Matelier, and almost 2 leagues to the S. W. or S. W. by W. from Point Cuivre. Bring this point directly E. and

Thalles right upon Salec at S. E. and a ship will be thwart of that bank.

Point de NEGRES, is the extreme W. point of Fort Royal Bay in the island of Martinico in the West Indies, on the W. or S. W. side of the island, the bay trending in from it to the E. and S. E.

North NEGRIL Harbour, at the N. W. extremity of the island of Jamaica in the West Indies, is a small harbour round the N. end of Booby Island. The S. point of the harbour is sharp and pointed within the island, but the N. limit is round and bluff, and the coast on its N. side falls away to the eastward. By these marks it cannot be mistaken.

South NEGRIL Point, at the N. W. extremity of the island of Jamaica is to the S. westerly from North Negril Harbour, and the most westerly point of the island, from which the coast falls off at E. by S. and E. S. S. It is the S. W. limit or point of Long Bay, and runs out sharp, the shore on that side being clear, and the land low, but round it to the E. southerly it is foul under the high mountains that are E. from the point. Its lat. is 18 deg. 45 min. N. and long. 78 deg. W.

NEGRO Cape, on the N. coast of Africa, or S. shore of the Mediterranean, is 7 leagues to the N. E. from the island of Tabarca, and 8 leagues at W. by S. from Cape Marabut. It is a long point or promontory which stretches out far into the sea, and so flat is the land within it that it makes like an island in coming to it from the eastward. There is a small rock to the E. of the cape, which is from 3 to 4 fathoms above water, and sharp like a spire steeple; and on seeing through it from the northward, it is a mark for a fine sandy bay that lies beyond it, where there is a very good road. The shore indeed is clean and sandy all along, so that ships may sail near it; and anchor almost any where at pleasure. It is in lat. 37 deg. 30 min. N. and long. 9 deg. 20 min. E.

NEGRO Cape, on the S. coast of Africa, is about 16 leagues to the S. W. from Aldeas Bay, and is a considerable promontory of the coast, in lat. 16 deg. S. and long. 13 deg. E. Mount Negro is to the N. E. from it; and the coast is for the most part clear and steep, so that ships may sail close along the shore. The land consists of high sandy hills all the way, and the strand is a white sand. A little

little to the S. of the cape is a low sand bank, which looks like an island, and is called Tyger's Island, but the middle of it is joined to the main, and makes a bay, where there is a good road. This island, as it is called, is about 6 leagues long, and its inner side is broad like a half moon; and on the point of the N. side are several crosses of wood. To go into this bay, beware of some flats or shoals; but the S. bay has deeper water. It is a fair coast to the southward as far as to 20 deg. of S. lat. Antonio Viana's shoal lies due W. from the cape 80 or 90 leagues.

Cape NEGRO, at the S. W. extremity of the peninsula of Nova Scotia in North America, has some islands off it, and forms with Cape Sable to the W. a large port.

NEGRO Mount, a name which has been given to the mountain of Leghorn, for an account of which, See *LEGHORN*.

NEGRO Mount, on the S. coast of Africa, mentioned under *Cape MOUNT*, which see.

NEGRO Point, is the most easterly point of the island of Nevis in the West Indies, separated from the island of St. Christopher's, or St. Kitt's, at its S. E. end, only by a small channel called, *The Narrows*.

NEGRO Point, on the E. coast of Brazil, is 3 leagues at S. S. E. from the Rio Grand, 14 from Cape St. Rocque, and 20 leagues at N. W. from Point Luena. A reef of sand runs off from Point Negro that must have a birth of at least 2 leagues, otherwise the coast is all fair with from 6 to 8 fathoms, to the Rio Piraugy, and good soundings all along the coast. At E. by N. about 4 leagues from this point there is a ledge of rocks in the sea, in the direction of N. W. and S. E. for 3 leagues in length, or more, which will be known by the working of the sea upon them, though there is no less than from 4 to 6 fathoms water over them. Ships may therefore for the most part, especially small ships, pass over without danger.

Rio NEGRO, is the western boundary of Guyana in South America.

NEGROES Island, the name of an island so called, because it is chiefly inhabited by blacks, in the eastern Indian ocean. It is one of the group of islands named Philippines, and is situated between the islands of Punay and Cebu. It extends considerably from N. to S. for

more than 2 degrees of lat. but is very narrow from E. to W. and its coasts very irregular and much indented. The lat. is from 8 deg. 45 min. to 11 deg. 24 min. N. and long. from 121 deg. 50 min. to 122 deg. 40 min. E.

NEGROPONT, or *EGRIPOS City*, the capital of the island of Negropont in the Archipelago, or Egean Sea, and is situated on the Euripus, probably upon the scite of Chalcis, its ancient capital, on the W. side of the island. This is a common station for the Turkish galleys, and a Turkish admiral, who is beglerberg or governor of the island, and of the neighbouring parts of Greece, is resident here; and it is in lat. 38 deg. 36 min. N. and long. 24 deg. 36 min. E.

NEGROPONT Island, anciently called *EUBÆA*, is a large island of the Archipelago, separated from the main land of Achaia or Livadia, by a narrow channel called Euripus or the strait of Negropont, over which is a bridge in one part, and was formerly joined to it by a neck of land. It is 90 miles in length from S. E. to N. W. and from 2 to 25 in breadth. There are several high mountains in it, which are covered with snow a great part of the year, and among these the highest is Oche. Its most remarkable promontories are Cape d'Oro, or Cape Figaera, anciently called Caphareus, and Cape Liter, formerly called Cenæum. The tides in the strait are extremely variable and singular, and are accounted proverbial among the Greeks. In the first 8 days of the moon, and from the 14th to the 20th inclusive, as well as in the 3 last days, the tides of flood and ebb are regular, but in the other days irregular, having within the space of 24 hours, sometimes 11, 12, 13, and 14 different ebblings and flowings; but all these never rise or fall above a foot. See *EURIPUS*.

The W. end of this island lies at S. W. from the gulf of Volo, and the pass of Achinou is situated between that end of the island and the main. This part is a good coast for the purposes of trade, as well as within the island; but the off tide or N. coast of the island is foul, rocky, and dangerous, without either haven or road, so that if a ship is taken here with an off-sea wind, she must either work it off, if possible, or run on shore and be lost. Opposite also to the W. end

end is a good coast, and Achinou, Acladi, Zettoni, Stalida, and several other small cities and towns, afford good havens or good roads, and all of them have pilots to carry in ships. For the situation of Cape Martelo, or the S. point of the island, see under the article MARTELO.

NEGROS Island, one of the Philippines in the eastern Indian Ocean, the same as NEGROES Island.

NEIVA River, which falls into the sea at the bottom of the gulf of Finland, rises in or near the Ladoga Lake in Russian Finland, and directs its course to the westward, in which it becomes the boundary of Carelia and Ingria. The city of Petersburg stands on both sides of it, where it is deep and about half a mile wide, or rather perhaps in an island between the gulf and the lake, in lat. 60 deg. N. and long. 30 deg. 25 min. E. and part of the suburbs of the city stands on some small islands near the mouth of the river, which renders the whole of great extent. It is, however, greatly to be regretted that the river, though rapid in its course, is choaked up at the mouth with sand banks and shoals, which prevent ships of burden from coming up to the city, and oblige them to deliver their loading about 4 miles below the city. This is a great inconvenience, as the trade to and from this city in the summer is inconceivably great.

NELSON'S Fort, a settlement on the W. shore of Hudson's Bay, in the country of Labrador, in North America, situated at the mouth of a river of the same name, 250 miles to the S. E. from Churchill Fort, and 600 to the N. W. from Rupert Fort, in the possession of the Hudson's Bay Company. It is in lat. 57 deg. 12 min. N. and long. 92 deg. 42 min. W. The shoals so called are said to be in lat. 57 deg. 35 min. N. and long. 92 deg. 12 min. W. and to have high water on full and change days at 20 minutes past 8 o'clock.

NELSON'S River, is the N. W. branch of Hayes River, on the W. shore of Hudson's Bay, in North America, which is separated into two channels by Hayes Island, at the mouth of which Nelson's Fort is situated, as mentioned in the preceding article. See HAYES Island.

NEN River, a river of England that is navigable by barges up to the town of

Northampton; after passing by that town, Wellingborough, Thrapston, Oundle, and the city of Peterborough, it is joined near Crowland by the Welland River from Stamford. It runs on eastward to Wisbeach, and then turns due N. for the Lincolnshire Wash, where it discharges its waters.

NEOMINAS River, or NEOMINOS, on the coast of Peru, is to the northward of the line, and 12 or 14 leagues to the N. W. from Bonaventura River, on the North Pacific Ocean. It is a large river and comes into the sea by two mouths, with a great current, especially in the rainy seasons. It is a low shore, but there is no landing upon it, as it is inhabited only by savages, whom it would not be very safe to trust, as their peaceable or hostile disposition towards Europeans cannot easily be known. No persons should venture among them unless they are well armed, and therefore the coast, though in the vicinity of the most flourishing of the Spanish colonies, remains unfrequented and wild. The island of Palmas is opposite to this river, being low land, and having several shoals about it; and from hence to Cape Corderos is 20 leagues to the N. W. The river and island are in lat. about 4 deg. 30 min. N.

NEPEAN Island, is a small island of the South Pacific Ocean, opposite to Port Hunter, on the S. coast of Norfolk Island. It consists entirely of one mass of sand, and is held together by the surrounding cliffs, which form a border of hard rocks.

Port NEPTUNE or NATON, is to the eastward of the Cape D'Ancie, on the coast of Italy, on both sides of which cape the coast is rocky; but between the cape and the port are continued clusters of rocks, of which some are above and some under water, being the ruins of the ancient port of the Roman emperor Nero. Ships passing this way must therefore give the coast a good offing, and, in coming from the westward, get the port of Neptune well open at N. N. W. or more westerly, before they stand in northward for the port. The main land about the port, and to the westward of it is low, and the port, otherwise called the New Port, is formed by a causeway, in which nature and art are combined, that runs off at S. S. E. and S. and from whence a mole turns

short to the eastward. At the point of the mole is a fort or battery for the defence of the harbour, and at the angle of the causeway another, for the security of the road on the W. side, in a bay which is formed by the ruins above mentioned. Into this bay there is a channel near the E. end of the islands that appear above water, in a line from it to the nearest battery, in from 5 to 7 feet, but more amongst the rocks to the southward of it. On the causeway also there is a church, and near it the magazines for the supply of the forts. In coming round the point of the mole, there is 16 and 15 feet water; but shoals within, and to the northward. A jetty also runs down from the N. that serves to break off the surge of the coast, but cannot have any other good purpose. From the situation of this causeway and mole, it must evidently afford shelter to small craft from every quarter except the E. and N. E. It is situated at the mouth of the River Loricina, about 8 leagues to the S. easterly from Rome, and sometimes called NETTUNO, in lat. 41 deg. 32 min. N. and long. 12 deg. 29 min. E. See *Cape d'ANCIA*.

NERA, otherwise called *Fort NASSAU*, is situated at the W. extremity of one the Banda Islands in the eastern Indian Ocean, about 21 leagues to the S. of the island of Ceram, and 44 to the S. E. of Amboyna.

NERAC, is a town of Guienne in France, situated on the River Baïse, which is here navigable. It is divided into Great and Little Nerac, and is 12 miles to the W. of Agen, in lat. 44 deg. 12 min. N. and long. 14 min. E. It is up the River Garonne, above Bourdeaux.

NERO Island, is the second of what are called the Banda Islands, in the East Indian Ocean, where the Dutch have a fort called *Fort Nassau*. They have large serpents which are not venomous; and their mountains are covered with trees, containing some very singular birds. Its lat. is 4 deg. 40 min. N. and long. 129 deg. 45 min. E.

NERVA, on the S. coast of Spain, or N. W. shore of the Mediterranean, is to the W. of Almunecar, and E. from Old Malaga. A small bay or road at the mouth of a river on its E. side, affords anchorage in from 9 to 11 fathoms pretty near the shore, as another on the W. side

also does at the mouth of another river in 9 and 10 fathoms. At the latter fresh water is to be obtained.

NESS Head, near the N. part of Scotland, but on the E. side, is about S. E. or S. S. E. from Dungsby Head, and the S. E. point of a bay, of which the head is the N. W. and about 3 leagues asunder.

For the rest under Ness, see the articles NASH or NAZE.

NESSA Island, in the bay of Embden, separates it into two channels, within which is the town on the main land. See EMBDEN.

NESTIN Point, in the island of Pomona in the Orkneys, to the northward of Scotland, is on the starboard side of the entrance into Dear Sound. Off this point are some sunken rocks, which oblige ships to keep in mid-channel; and after passing the point, edge to the northward so as to bring it at E. by N. and then anchor in 5 fathoms at low water. See DEAR Sound.

NETTUNO, on the coast of Italy. See PORT NEPTUNE.

NEUEKN River, on the N. W. coast of Pembrokehire in Wales; and to the N. E. from St. David's Head, rises under the W. side of Wrenny taur Hill, and after passing by Newport, falls into the Irish Sea below that town.

Baia de NEUSTRA Sennora, or Our Lady's Bay, on the coast of Chili on the South Pacific Ocean, in South America, is 30 leagues from Copiapo. It is but very indifferent riding in this bay, as the N. W. winds blow right in; the land also is high and mountainous along shore, so as to send down strong gusts and squalls of wind, which are very dangerous. From hence to Cape George it is 20 leagues at N. N. E. the land also being mountainous.

NEVA River. See NEIVA.

NEVIL Bay, on the W. shore of Hudson's Bay, is nearly due W. a little northerly from Cape Diggs and Mansel Island at the entrance into the bay. Run round by Cape Southampton, the S. W. point of the peninsula, on the E. side of the Welcome Sea, and keep due W. till some small islands to the eastward of the bay come in sight, with one larger than the rest within them. Go round these islands on the N. side, and the bay will open by keeping the main land on the starboard, till the river comes in from the

the N. W. and W. The lat. is about 62 deg. 30 min. N. and long. 95 deg. W.

NEVIS Island, in the W. Indies, is contiguous on the S. E. to the island of St. Christopher's or St. Kitt's, being separated from it only by a narrow channel of about a league in breadth. This island is 2 leagues in length and one in breadth, and consists of one vast mountain which rises to a great height; but the soil is very fruitful at the foot of the mountain near the shore, to the breadth in some places of half a league, decreasing in quality the nearer it is to the mountain. There are 3 tolerable roads or bays on the coast of this island, on which are situated Newcastle at the N. extremity, Littleborough or Moreton Bay on the N. W. and Charles Town, the capital of the island, towards the S. W. It is in lat. 17 deg. 15 min. N. and long. 62 deg. 35 min. W. There are several rocks and shoals on the coast, particularly on the S. W. side; but the ships ride between them in tolerable safety, the hurricane season excepted, when they are obliged to put off to sea, and run if possible into Antigua. They have very good fresh water in the island, a very desirable article, for it is not frequently to be had, but with difficulty, amongst several of the islands of the W. Indies. Barbuda is to the N. E. from its E. end.

New Bay, otherwise called Cauty Bay, on the coast of Java Island in the East Indies. See Cauty Bay.

New Deep, a channel so called, from Ballafore road in the bay of Bengal into the river Hughly, which, with the assistance of two shallops to a ship, has been recommended as the best way of going into it, rather than over the sand banks called the Braces. It is bounded on the W. side by the eastern part of the sea reef, and on the E. side by the Sagor sand; and the entrance is 12 leagues distant from the island of Sagor. This channel lies nearly N. and S. and at the entrance has 12 fathoms, where it is 6 leagues over from sand to sand. Before the island can be seen from the fore yard of a ship in fair weather, the depth will decrease to 5 fathoms at low water and a soft clay; and into 4 fathoms and a quarter at low water before it can be seen from the deck. The channel in this last situation, however, is at least 3 leagues and a half broad, and soft ground,

which depth continues to the island of Sagor, that must be left on the star-board side a league from the southernmost end. When the southernmost point of Sagor Island comes due E. and a league distant, keep one of the shallops between the ship and the sea, and keep Caspel and Long sand to the westward offing, and the other shallop upon the seaboard between the ship and the land called the Small Middle Ground, till the ship gets up as high as Cox's Island. If the night then draw on, or the flood be nearly spent, anchor till the next day abreast of the body of the island in from 7 to 8 fathoms. On the next day's flood, weigh from the island at the first quarter, and steer N. or N. half W. keeping the Long Sand aboard till a ship is over within a mile of the other shore, and about half a mile from the lower point of Kedgare River; after which proceed in the same course, as directed for vessels coming through the Middle Channel. If, in passing through the New Deep, either night comes on or the wind fails, ships may come to anchor a little short of the Sagor, or between the Middle Ground and the Long Sand, which cannot be done at the other entrances into the river.

When the ship and shallops are at anchor in Pipley Road, about 2 leagues and a half to the eastward of Pipley, the shallops must steer from thence at E. S. E. half S. till they get the soundings of the western Brace, and then one of them must keep along the W. side till it gets to the southward end of it, and the other keep abreast, but farther off, in 8 fathoms and soft ground. Here both the shallops must anchor, one of them on the very S. point of the Brace in 4 and a half or 5 fathoms and sandy ground, and the other in 8 or 9 fathoms and ooze, due E. from the former, and there remain till the ship comes between them. The next morning, whether ebb or flood, the ship may weigh and steer to find out the shallops, with the ebb at E. S. E. but with the flood at S. E. by E. so as never to come into less than 8 fathoms at low water, in whatever depth the shallops may lie. As the ship steers towards the outermost shallop, the other which anchored on the S. point of the Brace must make all possible haste to get the sounding of the westernmost part of the S. end of the sea reef, and stand along the end of it in 5 and a half and 6 fathoms,

until it is past the first branch of the reef, and has got into soft ground; when it must tack, and stand back into hard ground, and there anchor in 6 fathoms.

Whilst this is doing, the other shallop may keep a mile or two ahead of the ship in soft ground, and a depth of 10 fathoms, and when they are abreast of the shallop that rides upon the head of the western part of the sea-reef, let the ship anchor, and send the shallop which attended her to her companion. Let both the shallops weigh from thence with the first day light, and according as the tides are under foot, stand thwart the swatch; in which the innermost must keep soundings in 7 fathoms, and the outermost in 9 fathoms, until the former finds hard ground upon the edge of the eastern part of the sea reef. This shallop must now endeavour to round the S. end of it, without coming into soft ground, whilst the outermost finds herself in about 10 fathoms but no less, and until the innermost makes signals that she has rounded the S. end of the sand, and finding soft ground tacks again to come to an anchor upon the sand. When she has done this, the outermost may come to an anchor in 11 fathoms bearing N. and S. from each other. This position of the shallops opens the channel of the New Deep, and the ship has now nothing to do but to bear up to the outermost of the shallops, and then stand in to the northward, accompanied by the shallops; that which was upon the head of the sand always keeping upon the larboard bow along the edge of the sand in 4 fathoms at least, whatever be the state of the tide, and the other shallop on the starboard bow must keep at such a distance as to be able to make signs to the ship what depth of water she has, or inform her thereby if she meets with any sandy ground on the edge of the Sagor Shoal. This done, proceed as already related.

New Island in the Indian Ocean, is to the S. E. from the S. point of Madagascar Island, and about N. N. W. from Amsterdam Island and St. Paul's Island. It is situated in lat. 32 deg. and a half S. and long. 58 deg. 15 min. E. or nearly so, according to our authorities.

New Island off the S. E. coast of the island of Terra del Fuego, at the S. extremity of South America, is about 2 leagues in length from N. E. to S. W. and about 14 leagues at S. W. half W. 2 or 3 leagues from shore, from the Bay

of Good Success in the strait of Le Maire. A remarkable hillock terminates it on the N. E. It is 7 leagues aloft to the N. E. from Evout's Island.

NEWARK Bay, to the W. of the city of New York in North America, is contiguous to New Jersey, and runs up N. on the W. side of a peninsula, to the northward of Staten Land or Island, the S. end of it lying at the bottom of the channel or passage called the Kills, within Ducksbury Point. Several rivers unite and discharge their waters through this bay into the ocean.

NEWARK Island, a small island off the S. W. point of the entrance into the river Elbe on the coast of Germany in the North Sea.

Overfalls of NEWARK, are to the N. E. of Newark Sand, having only 3 fathoms water in one part near the middle, but deepening each way to 7 and 8 fathoms, having 19 and 20 fathoms close to them. They lie from the lights of Winterton at N. N. E. half E. about 4 or 5 leagues.

NEWARK Sand, lies without or to the eastward of the sands which form Yarmouth Roads, on the coast of Norfolk, to the eastward of Yarmouth, the S. end of which is E. half N. about 3 leagues from Yarmouth Steeple, and comes dry at low water; and the N. E. end of the sand bears N. E. half E. from the same steeple, and E. half N. from Winterton Light about 2 leagues and a half. The directions for sailing northward without this sand, a ship being off Leostoffe, are to keep about 4 miles off, steering N. N. E. till Yarmouth bears W. by S. in the direction of the S. end of this sand, the position of which is N. W. and S. E. or nearly so. From hence keep the course of N. N. W. till Winterton Neis comes due W. when a ship may proceed any way to the northward, being clear of all the sands, only taking care to avoid the Overfalls at N. E. from the N. end of this sand. The channel between the Yarmouth Sands and this sand is 4 miles broad, and from 16 to 18 fathoms; and the sand, even at high water, shews itself by the breach of the sea, for 4 or 5 miles in length.

NEWBERRY Port, on the coast of Massachusetts in North America, is to the W. N. W. from Cape Ann and Sandy Cove, at the mouth of Merrimack River, and about 34 miles to the N. easterly from Boston, in lat. 42 deg. 45 min. N. and long. 71 deg. 3 min. W. Near it,

it, on Plumb Island, is a light-house with two lights, for the direction of seamen. This is a noted place for taking and pickling sturgeon.

NEWBOROUGH or NEWBURGH, and sometimes wrote NEWBRO', is a small creek, on the E. coast of Scotland, is in the midway between Girdlenes near Aberdeen and Buchan Ness, and about 4 leagues from each, or a little more. It is only fit to receive small vessels; neither can these enter, except at high water.

NEWBURY. See NEWERRY.

NEWCASTLE Bay, is on the S. of York Cape, at the northern extremity of the coast of New Holland in the South Pacific Ocean, in which are some small low islands and shoals. There are 3 small islands off the E. point, from one of which a small ledge runs out into the sea; and there is also an island close to the N. point. The S. S. E. limit of this bay is called Orford Ness, as York Cape is the N. N. W. limit; but whether the bay has depth of water, we are not informed, though it is well sheltered by York Islands which lie off it about 4 miles.

NEWCASTLE Island, is an island on the coast of New Hampshire in North America, situated near Portsmouth, on which is a light-house containing one lantern, for the direction of ships along near the shore.

NEWCASTLE UPON TYNE, is a populous town on the N. bank of that river, in Northumberland, and has long been noted upon account of its coal trade, for which it is the grand emporium of the N. of England. It has a magnificent exchange and custom-house, and the finest quay in England, excepting that of Yarmouth, being extended 700 yards. Ships of 3 or 400 tons burden can come up to the town with safety, though the large ships usually lay down at Shields. The haven is so secure, that vessels, after passing Tyne Mouth Bar, or, as it is commonly called, Timmouth, are in no danger either from storms or shallows. All ships that enter the river are wholly under the command of Clifford Fort.

The town is in lat. 55 deg. 3 min. N. and long. 1 deg. 27 min. W. and has high water at a quarter past 3 o'clock on full and change days. Above 6000 keelmen are supposed to be employed here; and it is, perhaps, the first place in the world for building ships adapted

to the coal trade. Its glass works and many other manufactories are also of a very superior kind. See TYNE.

NEWCOMB Sand. See BERNARD.

NEW Deep, one of the channels so called into Zierick Zee, on the coast of Holland, for which the following directions have been given. Having discovered two stone light-houses, which stand a little to the southward of the beacons on the W. end of Schowen Island, bring the innermost a handspike's length to the southward of the outermost, and then run right in with them; this channel within the Hide and the New Sand has 16, 17, and 18 feet water. Run in along by these marks till the ship comes by the shore, and then come into the Keel Channel. By bringing the light-houses one in the other, and so sailing in, ships will run over the tail of the Hide in 11 or 12 feet.

Cape NEWENHAM, or the N. point of Bristol Bay, on the N. W. coast of North America, is in lat. 58 deg. 43 min. N. and long. 162 deg. 24 min. W. All along the coast the flood tide sets strongly to the N. W. and it is high water about noon on full and change days. To the N. of the cape there are shoals, and there is generally but a small depth of water. At 4 or 5 leagues from the main, when the cape bears S. 17 leagues distant, there is but 6 fathoms and a sandy bottom; and without this situation is a shoal of sand and stones that comes dry at half ebb. The variation of the compass on this coast is 22 deg. 57 min. E. Scarcely 2 leagues at N. W. from the cape is but 6 fathoms, and the variation decreases to the N. W. to seaward.

NEW Sand, one of the limits of the channel of the New Deep on the coast of Holland, which is very steep and consequently dangerous; on which the sea breaks very much. On the other side of it, this sand is also one of the limits of the Keel Channel, between it and the Hoot Point or W. point of Schowen Island.

NEWFOUNDLAND Island, on the E. side of the gulf of St. Lawrence, is separated from the coast of Labrador on the N. by the Straits of Bellefille, which is about the same width as that between Dover and Calais. It lies between 47 deg. and 52 deg. of N. lat. and is a mountainous and barren country, and covered with snow for 5 months in the year; and

does not appear to have any native inhabitants, being visited only in the summer by the Eskimaux Savages. Several English families have lately resided there, and there are garrisons at St. John's, Placentia, and other forts. Its bays and harbours are numerous and commodious; and at least 10,000 people visit it annually, on account of the fishing banks to the E. of it. The length from N. to S. is about 350 miles, and the breadth at the S. end or base about 200 from E. to W. but the inhabitants can raise very little corn, fruit, or cattle, though they have plenty of fish, fowls, and venison. In other respects they are supplied from England. Vessels lie in the bays and harbours in perfect security, being well sheltered, except at the entrance, by the mountains; and some of them, the whole circuit of the island being full of them, are a league and a half or 2 leagues in length and near half a league in breadth, into which several rivers and brooks of excellent water come from the adjacent mountains. These also are contiguous to each other, being separated usually only by a point of land, seldom exceeding 2 leagues in breadth. But the towns and villages are only on the larger and more commodious bays. The cod are usually found to be most abundant where the bottom is sandy, and the least numerous where it is muddy; and the best depth is also between 30 and 40 fathoms.

When a ship has taken her station, she is immediately unrigged, and a proper place selected for curing and securing the fish, and huts erected for the men who work on shore. A large scaffold is also erected at the water's edge, where the number of shallops destined for the fishery is got ready, and also secured after the season is over till the following summer. Ships first entering any bay have the privilege of applying these to their own use. The master who arrives first in the season in each of the numerous harbours, is for that year styled Lord of the Harbour; who also settles disputes among the fishermen. We shall not detail the mode of managing and curing the fish, which is pursued with much persevering labour; we shall only add that the Great Bank of Newfoundland, which may properly be deemed a vast mountain under water, is not less than 330 miles in length and about 75 in breadth. The depth of water upon it varies from 15 to 60 fathoms, and the bottom is covered

with a vast quantity of shells, and frequented by vast shoals of small fish, most of which serve as food to the cod, that are inconceivably numerous. It is a fact, in proof of this observation, that though from 200 to 300 vessels have been annually freighted with them for almost two centuries, there is no visible decrease of the plenty usually found. The number of fowls called penguins, are certain marks for the bank, and are never found off it; these are sometimes seen in flocks, but more usually in pairs.

NEW Ground, a sand so called to the eastward of Wexford Harbour, near the S. E. part of the coast of Ireland, and is the most southerly of those banks or sands called Irish Grounds. The N. E. part of it lies full 2 leagues at E. by N. from the S. point of the entrance into Wexford Harbour, and is about half a league broad; after running nearly S. for a league or more, it forms a bend to the S. S. E. which lies about 4 miles to the E. S. E. from the nearest point of the main, and better than 2 leagues at N. E. easterly from Carnaroot Point, and due N. from the Tuskar rocks about half a league. Directions for avoiding it in going round the points of land have been given under ST. MARGARET'S Bay and GRENORE Point; and we need only observe that it is steep, having 10 fathoms water close by it, though there is not more than 2 fathoms upon it. To go without the sand, keep an offing of at least 5 miles from Grenore Point, and sail on a N. by E. course, which will clear all the grounds; but after a ship has got off Donaghmore, between the S. and Middle Ground, half a point to the E. of N. will be abundantly sufficient, till she be to the eastward of Dublin Bay.

NEWHAVEN, is a little but populous town of the county of Sussex, situated on the English Channel, having a small but convenient harbour at the mouth of the River Ouse near Seaford. There is a small fort at the entrance, and above that is the town. It is a good haven for ships to run into when they are overtaken by tempestuous weather, as it possesses a good depth of water. This branch of the channel is navigable for small craft up to the town of Lewes by means of the River Ouse, and the haven is generally made the station of a small sloop of war, to intercept the smuggling trade which some years ago was carried on to a very great extent on this coast.

NEW HAVEN, is a town on the coast of New England in North America, at the bottom of a bay, in the strait which separates Long Island from the mainland of the continent. It is about 6 miles to the N. E. from Milford, and in lat. 41 deg. 18 min. N. and long. 72 deg. 42 min. W. A river, called East River, falls into the E. part of the bay which is formed there, on the N. shore of the sound between Long Island and the main.

NEW KEY POINT, is a projecting point of land, to the E. by N. from Mount Head, at the mouth of the River Tivy, and at S. W. by S. from Aberistwith, in the bay of Cardigan, on the coast of Wales.

NEWLAND or Black Rock, a rock so called, on the N. W. coast of Cornwall, off the mouth of Padstow Harbour.

NEW PASSAGE, a name given to the channel from Dusky Bay, from Pickergill Harbour to the N. channel, as far as to Break Sea Island. See **DUSKY BAY**.

NEWPORT, in Pembrokeshire, on the coast of Wales, is on the N. W. side of Pembrokeshire, and situated on the River Neuern, a little way from its mouth, within the N. E. part of a bay, of which Dinas Head is the W. point, as it is the N. E. limit of Fisgard Bay. Its lat. is 52 deg. 0 min. N. and long. 5 deg. 12 min. W. and has high water on full and change days at 7 o'clock.

NEWPORT, in Monmouthshire, on the N. shore of the Severn River, is situated on the River Usk, not far from its mouth. It is about 16 miles from Bristol and the same from Chepstow, and is a pretty considerable town, with a good haven at its mouth, known by the same name as the town, but sometimes called Iſca Haven, which possesses some trade. It received this denomination, with respect to the old town of Caerleon, from the ruins of which it seems to have arisen.

NEWPORT, a large and populous town of the Isle of Wight, and the principal place of the island, was heretofore called **MEDINA**; and from this ancient name, the divisions or parts of the island to the E. and W. of the river which still retains the name, are called the E. Medina and W. Medina, and are distinct hundreds. It is nearly in the centre of the island and on the W. bank, about 5 miles from W. Cowes, which is situated at the mouth, and the principal harbour of the island. It is in lat. 50

deg. 40 min. N. and long. 1 deg. 15 min. W.

NEWPORT, the principal town of Rhode Island on the coast of North America, and a part of New England, about 72 miles to the S. from Boston, on the N. W. part of the island, having a safe and commodious harbour. It is defended by a fort at the entrance, has a very good trade, and 20 years ago had more than 70 sail of ships and vessels belonging to it; and is situated in lat. 41 deg. 14 min. N. and long. 74 deg. 8 min. W.

NEWRY, a port town of Ireland, within Carlingford Bay, on the E. side, on the river of the same name, about 50 miles to the N. from Dublin, and now deemed for its importance in trade to hold the fourth rank in the kingdom as a commercial town. Ships of 200 tons come up to the numerous warehouses on its quays. By means of a canal it has also an inland navigation and communication with Lough Neagh, in vessels of 70 tons. Its lat. is 54 deg. 5 min. N. and long. 6 deg. 47 min. W. See **CARLINGFORD**.

NEW SAND, a bank so called which lies along the shore to the westward of the haven of Gravelines, reaching off a good way from the land to seaward, almost as far as to the westward of Calais. Ships may run along by it or over it in 4 or 5 fathoms at pleasure.

NEW SPITTS, the buoy of which in the mouth of the River Thames is 7 miles at S. W. by W. from the Gunfleet.

NEWTON, in Glamorganshire, is 4 miles to the eastward from Pile towards Cowbridge, having all the requisites to make it a flourishing place, being a sea port in a rich country, abounding in all the productions of the island both in quantity and quality. The beach here is a fine sand, and very convenient for bathing. From the down to the N. of the village, are very fine prospects both of the vale and mountains of the shire, the fine hills, woods, and park of Margam, the Knoles of Briton Ferry, the town of Swansea at the distance of 20 miles to the N. W. and of Mumbles Rocks still farther westward. It also commands delightful views across the Bristol Channel of the romantic coasts of Somerset, Devon, and part of Cornwall.

NEWTOWN, in the Isle of Wight on the N. shore of the English Channel, which is contiguous to the coast and forms a part of Hampshire, is on the N. side of the

the island facing the main land. It has a convenient haven on a creek between Yarmouth and Cowes, and at high water is capable of receiving vessels of 500 tons burden. This haven affords the best security for ships of any in the island, yet it is very little used, for the town, though a borough, is almost desolated.

NEWTOWN, otherwise called NEWTOWN ARDS, is situated on Strangford Lake in Ireland, about 7 miles to the E. of Belfast, and 37 N. from Dublin.

NEW YEAR'S Harbour, is situated on the N. coast of the island called Staten Land, at the extremity of South America, in the South Atlantic Ocean, being to the eastward of Terra del Fuego Island, and towards the E. end of the coast. We are informed that it is a good harbour, about 3 leagues to the westward of Cape St. John, in the direction of N. a little easterly from the N. E. end of the eastern island. It will be known by some small islands lying in the entrance. The channel, which is on the E. side of the islands, is half a mile broad in the direction of S. W. by S. turning gradually to W. by S. and W. The harbour lies nearly in this last position, being almost 2 miles in length and in some places near a mile in breadth, having from 50 to 10 fathoms water, with a bottom of mud and sand. Its shores are covered with wood that is fit for fuel, and there are in it several streams of fresh water. It was discovered on the first of January, 1775, and from thence received the name; and if its situation permitted ships to put to sea with an easterly and northerly wind, it would be very convenient for ships that are bound to the W. or round Cape Horn. But this inconvenience is of less consequence from the consideration that these winds are never of long duration; because southerly and westerly winds are those which most prevail, and therefore a ship will never be long detained in this port. Yet still it must be added, that the winds which keep a ship in this port would prove fair for it to double the cape, and, on the contrary, that the winds which permit a ship to leave the port are directly contrary to the course required to be made good for that purpose, with the additional circumstance of the strength of the current, which sets directly to this port from the cape, and must be counteracted. The advice therefore, of keeping off to the distance of 10 or 12 leagues from land, already noticed

under another head, is the only remedy which offers to remove these evils. Its lat. is 54 deg. 49 min. S. and long. 64 deg. 11 min. W.

NEW YEAR'S Islands, are certain islands so called off the coast of Staten Land, near the harbour of the same name, within which is anchorage at N. half W. from the harbour, at the distance of 2 leagues from it. Their lat. is about 54 deg. 46 min. S. and long. 64 deg. 20 min. W.

NEW YORK. See YORK New.

NIAS Island on the W. coast of Sumatra, is to the northward of the Equator about 1 deg. and in long. 97 deg. E. nearly. There are several small islands not far from it, particularly on the S. W. and N.

NICARAGUA Lake, is a large collection of water, in the province of New Spain so called, being 117 leagues in circumference. Its western part is not more than 20 miles from the S. W. coast of Mexico, near the North Pacific Ocean. On the banks of this lake are several good cities or towns, particularly those of Grenada and Leon. The former of these is on the S. side, in lat. 11 deg. 8 min. N. and long. 85 deg. 12 min. W. and is 45 miles to the westward from the city of Nicaragua that stands at some distance S. from the lakes; the latter is at the W. end, and in lat. 12 deg. N. and long. 87 deg. W.

NICARAGUA River, which rises in the lake of the same name, directs its course to the E. till it falls into the N. sea, opposite to the Island de Monglarias, being large and spacious, and divides the province of Nicaragua from Costa Rica. By means of this river, the lake has a communication with the ocean, which renders the towns upon it of considerable importance. It is in lat. 11 deg. 40 min. N. and long. 82 deg. 47 min. W.

NICARIA or NICARIE Island, in the Archipelago Sea, is situated on the S. of Scio Island, and 2 leagues to the W. of Samos, being one of the least and of the most barren of the Greek Islands, in lat. 37 deg. 12 min. N. and long. 26 deg. 14 min. E. In the passage to Smyrna it is usually left on the starboard side.

NICE, on the coast of Italy, in the Mediterranean, is the first port of that country, from whence begins the gulf of Genoa. It is situated at the mouth of the Var, and is well fortified, having also a good harbour at the mouth of the River Pau.

Paulon, but only capable of receiving small vessels, though it has been declared a free port. It is 4 leagues to the northward from Antibes, and is in lat. 43 deg. 42 min. N. and long. 7 deg. 17 min. E. This city lies so near to the sea, that in stormy weather the waves beat up against its walls. The castle, which is a good sea mark, stands to the S. E. of the town on a very high mountain, and may be seen 12 leagues off at sea; and the road is under the castle, still farther to the S. E. though it is but a wild place at best, and in a Levant wind scarce sufferable. On this account ships generally run into Villa Franca for shelter, which is only a mile to the eastward of the road, in case of a S. E. or S. W. wind. In the road ships lie with a cable on shore in from 30 to 35 fathoms.

St. NICHOLAS, in the province of Dwina in Russia, is situated on the White Sea, where it has a harbour which is sometimes called the Bay of St. Nicholas, at the mouth of the River Dwina, 8 miles below the city of Archangel. It is in lat. 63 deg. 56 min. N. and long. 41 deg. 10 min. E.

Cape St. NICHOLA Mole, is the N. W. extreme of the island of Hispaniola or St. Domingo in the West Indies, and due E. from Cape Mayzi at the E. end of the island of Cuba, at the distance of 9 or 10 leagues. It is a good, safe, and commodious harbour, and in point of situation has peculiar advantages as one of the limits of the Windward Passage, where a flying squadron might intercept the whole, or at least the far greater part of the commerce of that channel. The opening of the bay is 2900 yards wide, and the road leads to the harbour, as the harbour does to the basin. The waters of the sea are almost stagnant here, yet it is deemed a wholesome situation. The basin seems to be formed for the purpose of careening; but it has not the inconvenience of close harbours, as it is open to the W. and N. W. winds, though, if these blow ever so hard, they can never interrupt or retard any work that is doing in the harbour. The harbour is situated on a peninsula, the land of which gradually rises to the plains, which stand upon a very large basis, and appear like a single mountain with a broad and flat top, descending with a gentle slope to unite with the rest of the

island. There is water enough in the basin for ships of any burden to ride in at anchor, where they will lie perfectly safe from storms and even hurricanes. This place has been rising in importance for the last 30 years, and is situated in lat. 19 deg. 49 min. N. and long. 73 deg. 30 min. W.

St. NICHOLAS Gat, a channel of the Yarmouth Sands so called, between Corton Sand and the Cross Sand or Knowles. To pass through it, ships must keep without the Holms Sand that is before Leostoffe, particular directions for which have been already given under the article of HOLMS HEAD, which see.

St. NICHOLAS Island, is a small island in Plymouth Sound, frequently called *DRAKE's Island*, from Sir Francis Drake, a native of that neighbourhood, though now more commonly known by this name. We have already given some account of it under its other name. This island, which is scarce a mile in circumference on the top of the rocks, is extremely well fortified, and has a company of invalids from the garrison of Plymouth, which are relieved once a month, constantly doing duty there. On the island are a sufficient number of barracks, apartments for the commanding officer, and other accommodations; but they are generally supplied with water and provisions by boats, except what they can procure of the former in rainy weather from the buildings. It has some little pasturage, of which an officer constantly residing on it might make some advantage; but it is of little use, when the officer accompanies the men in their removal to or from the garrison. This island was of great importance in its command of the channel, before the erection of the citadel at Plymouth in the time of King Charles the Second; but, in proportion as the improvements of the arsenal at Plymouth Dock have advanced, greater attention has been paid to it to render it still more so. Merchant vessels clearing the harbours of Hamoaze or Catwater, are obliged to enter their names at the citadel of Plymouth, or with the sentinel here, as a token of submission, for which they pay commonly a small fee as a custom; when the signal to be displayed in the rigging on passing down the channel is agreed upon, to denote that such a vessel is gone out

ent of the harbour. Ships coming from Hamoaze, if they have not before agreed upon the signal, usually send a boat ahead to the island for that purpose, and join again on coming down the channel; in which, as it is only matter of form in time of peace, no time is lost. See under **PLYMOUTH**.

St. NICHOLAS Island, one of the Cape de Verd Islands in the North Atlantic Ocean, is about 3 leagues to the S. E. from St. Lucia Island, and 15 leagues to the W. of the island of Sal. A little within the S. E. point, on the S. coast, is the port of Perguica, and to the westward of that, about the middle of the island, is Port Fuder Sal. The island of Chaon also lies about half a league from the W. point of St. Nicholas Island, and is a rock that almost joins to the principal island. It is in lat. near the E. part, of 16 deg. 19 min. N. and long. 24 deg. 7 min. W. This island is the second in extent of all these islands, for it is 75 miles in length, that of St. Jago only being larger.

Port St. NICHOLAS, on the coast of Peru, in South America, and on the South Pacific Ocean, is to the N. of Port St. John, and about a league to seaward of the River Maica, and 6 leagues at S. S. E. from Port Cavalla. Maica is known by a deep gap in the hills on shore, when, by looking to windward farther within the country, two broken hillocks will be seen, that to the windward being the least, and the land beyond those hillocks, on coming in from the sea, will appear in high ridges of mountains. These appear steep to the N. W. but lower to the S. W. where they slope away towards the sea, but make at the point like a galley. By these marks the port will be known, which is a much safer harbour than that of St. John, but neither affords wood nor water. To go in, if it be found expedient or necessary so to do, for shelter, give the windward point a birth, as there runs off a great shoal from it, that shoots far into the channel, and into the sea. It is to be noted also, that for 2 leagues together, between St. Nicholas and St. John, the land is flat and low, and over it are some reddish hillocks, by which that small part of the coast may be known at sea.

St. NICHOLAS Sand, is the most easterly of the Yarmouth Sands, the S. end

of which is a little to the southward of Yarmouth Piers, and stretches farther eastward into the sea. To go without this and the other sands, and within the Newark, keep an offing of about 5 miles, and steer away N. N. E. and N. by E. in 12, 14, or 16 fathoms.

Young Nick's Head, on the S. E. coast of the northernmost of the New Zealand Islands in the South Pacific Ocean, is the S. W. point of Poverty Bay, and about 2 leagues at S. W. by W. from the N. E. point, and 7 leagues to the northward from Cape Table. See **POVERTY** Bay.

NICKER Island, is one of the small Virgin Islands, between Anegada and Virgin Gorda, on the latter of which islands it is dependent, in lat. 18 deg. 30 min. N. and long. 65 deg. 5 min. W.

NICOBAR Islands, off the coast of Malacca, on the eastern part of the bay or gulf of Bengal in the East Indies, are about 100 leagues to the W. of the main land, and extend from N. to S. about 50 leagues, beginning from the island of Cocos on the N. to the principal island properly called Nicobar on the S. All these, though falsely, are reckoned as a part of, and included in the general denomination of this article; but there are several intervals of 20 or 30 leagues, particularly between the island of the Car. Nicobar and the southernmost of the Andamans, called Chitty Andaman, or Little Andaman. English ships frequently put in at the southernmost of these islands for provisions, and sometimes for shelter in strong southerly winds. The island of Nicobar, peculiarly so called, has a good bay and good anchorage on its N. side, in lat. 7 deg. 26 min. N. and long. 94 deg. 20 min. E. and there is also a good channel through between it and another island which is due N. from it. Here ships may ride in from 12 to 15 fathoms, in good holding ground, perfectly secure from all winds that blow, except the N. E. From this road to the port of Achen, at the N. W. end of Sumatra Island, the course is S. by E. and S. S. E. about 40 leagues distant. The island of Nicobar, in particular, has a fertile soil, and is well watered; and on its W. side, also, there is anchorage in 8 fathoms. It is 38 miles in length and 18 in breadth, and is full of wood; but though they have plenty of hogs and poultry, they appear to slight flesh, and sell them to ships which put in here.

The

The S. end of this island is in lat. 8 deg. N. and long. 94 deg. 23 min. E. They are described as lying between 7 deg. 40 min. and 10 deg. 15 min. N. and long. 93 deg. to 95 deg. 5 min. E.

NICOLA, or **NICHOLA** Town Gut, on the N. E. coast of the island of St. Christopher's or St. Kitt's in the West Indies, is to the westward of Half Moon Bay, at the mouth of the river which runs down on the W. side of Christchurch. It is rocky off the coast, and considerably to the westward, but small craft probably may pass to it from Half Moon Bay within the rocky sand that lies parallel to this coast.

N. B. For any other names of Nicola, see under the articles **NICHOLA** or **NICHOLAS**.

St. NICOLÒ Island, in the gulf of Venice, in the Mediterranean, is one of the Tremeti Islands so called, and the most considerable both in population and strength of any of them.

NICOMEDIA, a city of Asia Minor, and in that part of Turkey which is situated to the eastward of the Archipelago and the Hellespont, is situated at the bottom of a bay of the Propontis, heretofore the capital of Bythia. It is still a populous trading place, and is surrounded by a fertile and delightful country, about 11 leagues to the S. E. from Constantinople, and in lat. 41 deg. 16 min. N. and long. 30 deg. 42 min. E.

NICOTERA, is a small city of the Farther Calabria, in the kingdom of Naples, at the extremity of Italy, which has a harbour situated on the Tuscan Sea, about 9 leagues to the N. E. from Reggio, in lat. 38 deg. 56 min. N. and long. 16 deg. 20 min. E.

NICOVARI Island, probably one of the Nicobar Islands so called, is laid down in lat. 8 deg. 3 min. N. and long. 93 deg. 45 min. E.

NICOYA, otherwise called **St. LUCAR**, is a town of Costa Rica in the kingdom of Mexico in North America, having a harbour on a bay of the North Pacific Ocean, in lat. 10 deg. 20 min. N. and long. 88 deg. 10 min. W. About 10 leagues to the eastward is the bay of Salinas, from whence the inhabitants of this place procure and send to Panama the purple juice of a shell-fish found in it, besides salt, honey, maize, fowls, and

wheat; and here is also a pearl fishery. The town is up within the land, but ships ride in the River Cipantó, 2 leagues to the N. W. from the island of Chira, to take in goods from it; which river is navigable for large peraguas that bring down the goods to the ships. The island of Chira affords plenty of fresh water and provisions.

NICUESA Gulf, is on the E. coast of the country of Honduras on the Spanish main, having Cape Gracias a Dios for its N. limit, and the White Cape, or Cape Blanco, on the S. Catherine, or Providence Island, is due E. from it.

NIDDUCK, or **Bald Head Cape**, on the coast of New England in North America, to the northward, on the coast of New Hampshire.

NIEBE River and Bay, the latter being situated at the mouth of the former, are on the S. coast of the island of St. Domingo in the West Indies. The river discharges itself by various channels, and the bay forms a narrow and comparatively deep gulf, in the N. W. angle of the bay between Point Salinas on the E. and Cape Beata on the W. This bay or gulf is formed by a point of land on the E. running down from the N. E. from Azua and Occoa Bay, and is in lat. 18 deg. 3 min. N. and long. 73 deg. 46 min. W. It is situated at N. N. E. from Cape Beata, in the direction of the coast.

NIEBLA Fort, or **NUEBLA**. See **Porto CORRAL**.

NIEPER River. See **BORISTHENES** and **BOG**.

NIESTER River, is a river of Poland, which takes its rise near Lemberg, and in its course separates Podolia from Moldavia, and is the boundary between Poland and European Turkey. It afterwards divides Budziac Tartary from Bessarabia, and discharges itself into the Black or Euxine Sea, on the N. W. part of it, near Belgorod, in lat. 46 deg. N. and long. 31 deg. E.

NIEVA Island, is to the S. W. of Mistake Bay, on the island of Good Fortune, and on the N. E. side of Hudson's Straits. See **FORTUNE** Island.

NIEVA Terra, near the E. end of Hudson's Straits in North America, is in lat. 62 deg. 4 min. N. and long. 67 deg. 7 min. W. and has high water on the spring-tide days at 50 min. past 9 o'clock.

B b 2

NIEUPORT,

NIEUPORT, on the coast of Flanders, is 5 leagues and a half to the N. E. from Dunkirk, and about three to the S. W. from Ostend. It was anciently known by the name of Santhooft, but received this name in 1168, when the harbour was formed. It is situated near the sea on a branch of the River Yperlee, and its harbour is dry at low water; and by means of the sluices, the country can be laid under water. The inhabitants principally consist of fishermen, and they employ themselves much in making nets and cordage for vessels. It is known at sea by its square steeple, with a small spire upon it, to the eastward from which is our Lady of Lombardy, being a high square steeple. Middlekirk is a league to the eastward of Nieuport, and is also a high square steeple.

There is a depth of 13 feet in this haven with a common tide. Before the mouth of it is a bank that stretches from the eastward of the haven over to the westward, thwart across the mouth, drying at half flood, and not having more than 8 feet upon it at high water. Ships that go into the harbour must therefore sail between the W. point of the bank and the main, running to the southward of the bank, along the inside, until the innermost beacon comes a little to the eastward of the outermost, and then run right by them, and along the middle of the channel, betwixt the heads. Between the bank and the main land is flat rising ground on both sides, but it is somewhat steep towards the bank, and has 3 fathoms close along by it. There are beacons on both sides within the haven's mouth, and the channel lies between them till ships come up before the town, which is not more than a cannon-shot from the shore. On the two great beacons there is a fire kept in the night from half flood to half ebb. Between this port and Dunkirk, within the Flemish Banks, there is 15 feet at low water, and every where clean along the shore, and the deepest water is nearest to the land; except when a ship is thwart of the cloister of Ten Duyn, where ships must keep off a little from the shore, and where also the channel is narrowest, between the cloister and Broers Bank. Of the Flemish Banks notice has been taken elsewhere, and therefore we shall not farther describe their situation with respect to Nieuport. The lat. of this place is 51 deg. 8 min.

N. and long. 2 deg. 45 min. E. and it has high water on full and change days at 12 o'clock.

NIGANICHE Island, on the coast of Cape Breton Island, in the S. part of the gulf of St. Lawrence, is to the southward off a cape about 4 leagues to the S. S. W. from Achepé harbour, and 8 leagues from the N. cape. Cape Funi is the S. W. point of the inlet between the two capes.

NIGER River, the source of which is not well ascertained, after passing through the centre of Negroland, towards the W. discharges its waters by various mouths or channels, under as many distinct names. It is similar to the River Nile, in the periodical overflow of its banks, and from the same cause, viz. the periodical rains which constantly fall at certain seasons between the tropics in all mountainous countries. Doubts have been entertained whether the rivers of Senegal, Gambia, and Grande, have not all their origin from the same river; indeed we cannot reconcile our own minds to that idea, though the solution of the difficulty is of so little importance to the purposes of navigation, so that there is little or no cause for seamen to regret the uncertainty. It shall suffice to remark, that, under the idea of the Rio Grande being deemed the most southerly branch, and of the Senegal being esteemed the most northerly, a distance of 105 leagues, our opinion must remain suspended, and perhaps incline to the notion of its improbability. But it is nevertheless certain, that the country between is low, and constantly overflowed at the end of summer, as the Nile is at the same time. The Africans have two names for this river, namely, Neel il Abeed, or River of the Negroes, and Neel il Kibeer, or the Great River. For the word *Neel*, see what is said under NILE.

NIGERILLO Shoals, on the N. coast of S. America, lie off from Point Canoa, or Canoc, to the eastward of Carthagena. See CANOA.

NILE River, rendered famous in history from the sojourning of the Israelites in Egypt, has its source in the Upper or Northern Ethiopia, not far from the E. coast of Africa; and is called a river of Egypt, because it passes through that country from S. to N. and continues in one general stream until it reaches the Delta, or Lower Egypt. Here it is known

known to separate into two branches, which take different directions, but both towards the Mediterranean Sea on the northern coast of Africa, of which the eastern branch discharges itself at Darnietta, and the other at Rosetta, about 33 leagues to the W. of it. Both of these are port towns, and stand at the respective mouths of this river. Various accounts have been published of this famous river, and the notice and attention of the curious have been much excited by them; but with respect to the relations of its cataracts, it is confidently affirmed by modern writers, that these accounts are entirely without foundation. There are rocks in many parts of it, which are impediments to its navigation in those places; and its banks contain innumerable towns, that are without the limits of our plan to describe.

From the fertility which is produced by the annual overflowing of the Nile, it has grown into a settled custom to have great rejoicings annually, when the Nile rises to a certain height. On this their future harvest wholly depends; and a standard height for these inundations is the criterion for a productive season. This has been fixed, from observation, at 16 cubits; for if it does not exceed 12 or 13, they expect a famine, and danger is apprehended when it exceeds 16. May or June is the time of its beginning to rise, and on an island opposite to Old Cairo is a pillar divided into certain measures, by which the height of the water is observed. Experience has taught them to provide against an excess of the water, by cutting the great or principal canal, as soon as it has arrived to its due pitch, and conducting it to other reservoirs, thence to be distributed into their fields and gardens. The Delta, or Lower Egypt, is wholly overflowed, and therefore is always sowed with rice, because that grain flourishes in water; and as their towns are built on small eminences, they have the appearance of as many islands at the time of the inundation. The term *Nile*, though appropriated by geographical writers to this river peculiarly, is only a general appellation for River, as we have observed of the GANGES in India. The Africans term it *Neel Shem*, or the Egyptian River; to which may be added what has been just noted under NIGER.

NIMPO, or AIMPO, on the coast of

China, is 83 leagues to the S. W. from Japan, with which this port carries on a considerable trade. In sailing up to Nimpo, the ships pass by a town called Tinbie, which is commanded by a citadel, built on a very high rock, whither the Chinese merchants of Siam and Batavia annually go to buy silks; and as it is only two days sail from Japan, they carry on a good trade to that island. It is in lat. 29 deg. 58 min. N. and long. 120 deg. 18 min. E.

NIMTOM. See NANTIAN.

NINGO Ground, on the W. coast of Africa, is 3 leagues from Puny, or Pomperney, about E. and 8 leagues from Baya at W. S. W. From Acra hither there is no fresh water to be had.

NINGO Piquino, called by English seamen, NINGO Pikinine, on the W. coast of Africa, is 4 leagues at E. N. E. from Acra, and 2 leagues at S. E. by S. from Trimine, or James's Bay, and 4 leagues nearly in the same direction from Puny.

NINGPO. See NIMPO.

NINHAY, on the coast of China, in the North Pacific Ocean, is in lat. 37 deg. 10 min. N. and long. 122 deg. 25 min. E.

NING Island, or St. Pedro de Nino, in the gulf of Venice, is 3 leagues to the E. of Sanfigo, which is at the S. end of the island of Ossero. Here is a very good haven; and this is the most southerly of all the islands of the bay, of which it is so full. In the harbour is from 10 to 12 fathoms water, with a clear entrance, and anchorage in every part of it. Molato Island is between this island and Long Island.

NINUNDIVA, or Long Island, one of the islands near the N. W. part of the island of Ceylon in the East Indies, which abounds with cattle, and is sometimes called Cow Island.

NIO Island, is a small island of the Archipelago, situated to the N. W. from Santorini; in which are several commodious harbours. It is also to the S. of Naxia, and is about 35 miles in circumference; being situated in lat. 36 deg. 43 min. N. and long. 25 deg. 55 min. E. Its inhabitants excel in the acts of hospitality, but it has nothing peculiar respecting seamen, and as such any farther account is unnecessary.

NIPE, a place on the N. coast of the peninsula of St. Domingo Island in the West

West Indies, situated to the westward of Petit Goave, at the mouth of a river of the same name, before which there is anchorage.

NIPHON Island, the largest of the Japan Islands so called, in the North Pacific Ocean, about 45 leagues to the eastward of China, being about 620 miles in length, and from 100 to 150 in breadth, the capital town of which is Jeddo.

NISA or NIZZA. See **NICE**.

NISAPATNAM River, one of the mouths of the Krishna River, so called, of which some account has been given under Masulipatnam that lies to the N. E. of it on another mouth of the same river.

NISARO Island, is a small island of the Archipelago, not far from the island of Rhodes, probably the same as Nizaria, on the S. E. of Stantio, and to the N. W. from Rhodes.

NISIDA Island, is an island of Naples in the Mediterranean, not far from the continent, having a small harbour on the S. side called Porto Pavone, from its resemblance of a peacock's tail; there is also another port or haven for small vessels, and a lazaretto on a contiguous rock where ships that are going to Naples must perform quarantine. It lies behind the point of Pausilypus, towards Puzzuoli, opposite to the promontory called Coroglio, and is a mile and a half in circuit. Near Nisida is a small island or rock, known by the name of Copino or Chioppino, and a little farther from the island is the small islet of Gaiola or Caveola, so denominated from the numerous little caves in it.

NITH, a river of Dumfries-shire in Scotland, which gives name to the valley called Nithsdale.

La NIVE River, on the W. coast of France, near the bottom of the bay of Biscay, unites with the Dore at the port of Bayonne.

NIXIA Island, in the Archipelago. See **NAXIA**.

NIZARIA Island. See **NISARO**.

NIZITA Island, near the coast of Naples, the same as Nisida. See **NISIDA**.

NOAF Cape, one of the numerous points on the E. side of Newfoundland, situated to the northward of Trinity Harbour, having the island of Birds with Cape St. Giles and Lorian to the northward, and Catalina Port to the southward.

NOCIER Shoal, on the N. coast of France, is about 2 miles to the S. E. from the Pangero. The marks for it are to bring the N. W. point of the island Gato, under La Clarte Church and St. John's Point (which is the outermost point to the westward of the haven) on with the easternmost point of Morlaix River. The Great Melion shoal is about a league at W. S. W. from the Nocier.

NODDLES Island, is a small island of Boston Harbour, in the bay of Massachusetts in New England, on the coast of North America. It is on the starboard side of the channel up to the town, to the E. and N. E. of Charlestown and Boston, and to the northward of Dorchester Flats. See **MYSTIC** River.

NODWAY River, is a river which falls into James's Bay, at the S. E. extremity, to the W. of S. of Rupert's River; being the most southerly branch of Hudson's Bay.

NOEL Island, in the eastern Indian Ocean, is in lat. 10 deg. 30 min. S. and long. 105 deg. 20 min. E.

NOGUEFORD, a channel on the coast of Norway so called, on the N. E. side of the island of Flemsom or Roof Island, one of the 5 large islands to the northward of Broad Sound, which goes in to the S. E. into Romfidele River.

Cape NOIR, on the S. W. coast of the island of Terra del Fuego at the extremity of South America, is at N. 60 deg. W. from Cape Desolation, and 7 or 8 leagues at S. E. by S. from Cape Gloucester. It is a steep rock, considerably high, and the S. W. point of a large island that is a league or a league and a half from the main land; and is in lat. 54 deg. 30 min. S. and long. 73 deg. 13 min. W. The channel of St. Barbara is supposed to pass from hence into the Straits of Maghellan. From this cape to Cape Deleada, at the W. end of Maghellan Straits, the coast is N. W. and N. W. by W.

NOIRES Rocks, are about a mile at W. S. W. from the shoal called the Heaux, this being about 4 miles to the N. W. from the island of Brehat on the N. coast of France, and 2 or 3 miles from the main. There are always rocks above water on both these shoals, and it is all foul ground for a mile or two to the northward of them, and full of rocks; of these some never appear but at very low ebbs, and others not at all.

NOIR.

NOIRMONTIER Island, on the W. coast of France, is 13 leagues at E. S. E. from the island called Belleisle, and is contiguous to the main land, from which it is separated only by a narrow channel. Within it is the bay of Bourneauf, sometimes called the bay of Noirmontier or Noirmoustier. The town of its name, which is the capital of the island, is in lat. 47 deg. 0 min. N. and long. 2 deg. 10 min. W.

NOLI, a small city of Genoa in Italy, on the bay or gulf of Genoa, with a good harbour, and defended by a strong castle, about 12 leagues to the S. W. from Genoa, in lat. 44 deg. 24 min. N. and long. 8 deg. 53 min. E.

Cape NOLI, is on the S. side of the town or village of Noli, on the point of which is a chapel with a steeple, that serves as a good mark to know it at a distance. The town of Vai is 3 leagues to the N. of it, and has a small bay and a good road.

NO MAN'S Island, is an island of North America, about 5 miles to the S. from the W. end of Martha's Vineyard, an island so named, situated to the southward of Barnstable Peninsula. It is about 3 miles long and 2 broad, and nearly at S. E. from Rhode Island.

NO MAN'S Island, is a small island on the W. coast of S. America, on the South Pacific Ocean, to the N. of Sir John Narborough's Island, about a degree of lat. being in 43 deg. 47 min. S.

NO MAN'S Land, a sand so called on the S. E. side of Spithead road, the buoy of which is the larboard mark of the channel from the E. and S. to the road, as the Horse Buoy is the starboard mark. Along the shore from the point of Brading Haven is a sand that comes dry for the most part at low water, but in some parts only at the ebb of spring tides; from which each way this sand shoots off to the buoy, but never dries, having from 9 feet to 21 feet water upon it in different parts of it.

NO MAN'S Land Buoy, a white buoy, as mentioned under the last article, is nearly due N. a little westerly from the point of the sand of Brading Haven, through which is a channel to or from St. Helen's Road, on the W. side of the Warner Sand; but it has no more than 21 feet in one place at low water near the No Man's Land Sand. As soon as a ship has less than 6 fathoms veer off to

S. S. E. to avoid the shoal parts of the channel, in coming from Spithead to St. Helen's. It is a rule not to come nearer this buoy, if nearly thwart of it, than 12 fathoms. As it is placed on the N. E. part of the sand, the course from thence to Cowes Road may be at N. W. by N. and W. N. W. keeping the mill upon the island in sight; or by a course a little more northerly, will carry a ship to Stoke Bay or Hampton water. To avoid the sand called Ryde Middle, keep towards the main near Stoke Bay, until the windmill on the island comes at S. by W. or S. S. W. when a ship will be past it.

NO MAN'S Land, on the coast of North America, is in lat. 41 deg. 13 min. N. and long. 70 deg. 31 min. W.

NOMBRE de Dios, is a port to the S. S. E. of the cape to the eastward of Porto Bello on the Spanish main, or N. coast of South America, at the distance of about 7 leagues. It is at the bottom of a large deep bay, being wide to the E. side, in lat. 9 deg. 43 min. N. and long. 78 deg. 35 min. W. and there is good anchoring any where in from 5 to 8 fathoms, and clean ground. But it is open to northerly and N. easterly winds, which almost always blow here, and frequently bring a heavy sea into the bay when it blows hard, so as to render it a very bad road to ride in. On the W. side of the bay comes in a small river, and without the bay a little to the westward are 2 or 3 small islands, between which ships must fail to go into the bay. Large ships, when this port was much resorted to, usually unloaded part of their cargo at the first island, and then proceeded to the second; but small ships commonly lie within all to unload.

As ships that came hither were forced to ride, when the wind blew hard, upon life and death, with 5 or 6 anchors ahead, it is not to be wondered that all great ships have forsaken it. Experience pointed out that they were in danger of foundering at anchor, such is the fury with which the sea pours into the bay; and their cables were often cut by the rocks, which put them in the most imminent danger of running on shore. Those vessels that now visit it, if their business require any stay, prefer riding at the Bastimentos, or at Porto Bello. The W. point of the bay also is shoal off, and must have a large birth; and as ships go into

into the port, a high rock will be seen at N. W. from the W. point, under which it is recommended to pass, so as to avoid the shoal under that point.

NOMBRE DE DIOS, on the W. coast of Mexico, situated on the North Pacific Ocean, is a large and populous town, a little to the northward of the tropic of Cancer, and 20 leagues to the N. of Guadalupe, in lat. 23 deg. 38 min. N. and long. 104 deg. W.

Cape NON, on the W. coast of Africa, is in lat. 28 deg. 46 min. N. and long. 11 deg. 0 min. W. and about 10 leagues at S. S. W. from Cape Gilon, and near 30 leagues at S. by W. from Cape Geer. The River Dorodius comes in at Cape Non, in the mouth of which is a very good road. From hence to Amfelli is 18 leagues at S. W. by S.

NONA, is a town of Dalmatia on the gulf of Venice, on which it has a harbour, 6 leagues to the N. from Zara, in lat. 44 deg. 30 min. N. and long. 16 deg. 43 min. E.

NONNAISE Point, in the islands of Shetland, is about a mile to the S. W. from the island of Mufa, and about the same distance from the bay of Lewenwick. From this point to Sunbrough Head, it must be observed, the flood runs to the northward; but from the same point to Brasey the ebb falls to the northward. The tides, therefore, part at this point and take opposite directions, in the same manner, as we have stated that the two flood tides meet in the Irish Channel off Carlingford.

NONSUCH Harbour, is at the E. end of the island of Antigua in the West Indies, in the bottom of which is Ayre's Creek. It has Green Island off the S. E. point, between which and the main island is the best going into it; which channel has 5 fathoms all the way, and is called Hungry Hill. In the entrance on the N. side of Green Island the road is foul and full of rocks, and has not more than from 6 to 8 feet water, except in one place, which is very difficult.

NOORT Point, on the coast of Chili, on the South Pacific Ocean, is the N. point of the bay or port of Coquimbo, the other point being called Point Tortugas. See **COQUIMBO**.

NOOTKA, or King GEORGE'S Sound, on the N. W. coast of America, is in lat. 49 deg. 36 min. N. and long. 126 deg.

43 min. W. The variation of the compass in 1778 was 19 deg. 45 min. E. and it has high water on full and change days at 20 minutes past 12, and the tides for 2 or 3 days after the full rise and fall 8 feet 9 inches in the day time, but 2 feet more in the night in the month of April. The entrance into the sound lies between two rocky points, bearing E. S. E. and W. N. W. from each other, distant between 3 and 4 miles, widening considerably within, and extending to the northward at least 4 leagues, exclusive of the several branches towards the bottom. There are many small islands in the middle where the depth of water is from 47 to 90 fathoms or more, and it abounds with harbours and anchoring places. There is a cove on the E. side of the largest of the islands, that is situated also in the E. part of the Sound, which is covered from the sea, but exposed to S. E. winds which blow violently. On this coast, and in this sea, the weather is fine and clear when the wind is between N. and W. but when it comes to the S. of W. it becomes hazy and rainy. The climate is much preferable under the same latitude here to the state of the atmosphere on the eastern coast of North America. On the N. W. coast of the eastern inlet, within a projecting point of land to the eastward, ships may be moored, and the hawfers fastened to the trees on shore; where they may take in wood, caulk the ships, repair masts, yards, rigging, &c. There is a very snug harbour at the W. point of the sound, having from 9 to 4 fathoms, over a bottom of fine sand, near a large village. Grass may be cut here, after buying it of the natives. Several islands line the W. side of the sound, forming very convenient harbours, and having from 30 to 7 fathoms water, with a good bottom; and two leagues within the sound on this W. side runs in an arm to the N. N. W. and two miles farther there is another, nearly in the same direction, with a pretty large island before it. An arm of the sound also goes in at N. N. E. where there is a village; and on the E. side of the large island already mentioned, as having a cove, there are numerous small islands.

As this place is become of some importance, and as a Spanish war was expected as the result of some impracticities

prieties committed here, a more particular account of it may be acceptable to the reader. It may therefore be observed, that the land upon the sea coast is tolerably high and level, but rises into steep hills, within the sound, presenting an uniform appearance. The trees in general grow very vigorously, and are of a large size. Birds are but few, and the inhabitants do not seem to have any great variety of fish. Racoons, martens, and squirrels, are their principal animals. The Canadian pine, white cypress, and two or three other sorts of pines, are the general kinds of trees which form their woods. Strawberry plants, raspberry, currant, and gooseberry bushes, were found to be flourishing about the rocks and borders of the woods. Of birds, the quebrantahuesos, shags, and gulls, appear off the coast, and the two latter within the sound. Of fish, the common herring, a silver coloured bream, and another of a brown colour, were met with. There is nothing attracting in the form and appearance of the natives, and they are by no means to be considered as patterns of cleanliness.

NORDSTRAND Island, is an island of Denmark, in the Duchy of Sleswick, which was entirely overflowed in the year 1634. Its lat. is 54 deg. 40 min. N. and long. 9 deg. 15 min. E.

NORE, a noted place in the River Thames, at the point of a sand which runs off from the island of Grain to the eastward from it, on which was formerly a buoy. Ships coming up the Thames to it leave it on the larboard to continue up the Thames to London, or any other part of the river above, and on the starboard to go up the Medway to Chatham. We shall give directions under **TILBURY**, for the passage from thence to the Nore. Ships usually take their bearings from hence to go down the river through the different channels. To go to the northward through the Swin, steer E. N. E. from the tail of the Nore, or thwart of Shoeberry Neis, to the Black Tail; but if the wind be westerly, keep along the Essex or N. shore, and veer off on the sand in 6 or 7 fathoms water, or, by keeping the hill which is westward of Benfleet open of Hadley Land, above Leigh, ships will run down to the Black Tail. The thwart marks for it are, to bring the tuft of trees on the Kentish or S. shore, called Challock Trees, right over the point of Shepey Island, usually called the Land's

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End, because that shore falls away from the island. From the Black Tail to the buoy of the Whitaker is about N. E. and from thence more easterly through the King's Channel to the Gunfleet. See **BLACK Tail**, **KING's Channel**, and **GUNFLEET**.

To go through the southern channels, follow the directions for the Cant Edge, or Oaze Edge Sand, which lies along the island of Shepey on the S. shore, and pass the two buoys of the Cant Edge and Spaniard on your starboard, rounding from the second buoy to the S. side, so as to leave the Girdler Buoy on the larboard and the two Pan Buoys which form the N. side of the W. entrance into the Queen's Channel. See **PAN**, **SPANIARD**, and **QUEEN's Channel**. The light of the Nore is fixed on a floating vessel, where formerly used to be a buoy. The Spill Buoy, which is black, is about 9 miles at S. E. by S. from the Nore, and there is from 8 to 10 fathoms all the way; and a mile or little more from the Spill Buoy is the W. buoy of the Spaniard at 6. half W. being white, which two buoys mark the W. end of Five Fathoms Channel. It is in lat. 51 deg. 34 min. N. and long. 1 deg. 1 min. E. and has high water at 12 o'clock on the days of spring tides.

NORFOLK Island, in the South Pacific Ocean, is in lat. 29 deg. 2 min. S. and long. 168 deg. 16 min. E. the variation of the compass being about 11 deg. E. and is one entire wood, or rather garden, on account of the fertility of its soil. The trees are mostly pines, which measure from 160 to 180 feet in height, and are sometimes 9 or 10 feet in diameter at the bottom, rising to about 80 feet without a branch, and their wood is equal to the best Norway malts; the island abounds with springs; besides this it has a large rivulet dividing into several branches, some of which are sufficient to turn a mill. Fern trees grow to the height of 70 or 80 feet, and produce good food for sheep. The cabbage palin, wild plantain, and many other vegetables are also met with; and the flax plant, which is a native of the island, is of use to make cordage and sail-cloth, and is therefore an article of cultivation. The island is only about 5 leagues in circuit, and of good height. Mount Pitt is said to be 12,000 feet high. Their spring is perceptible in August, though the trees are in a constant succession of

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flowering

flowering and fruiting throughout the year. The heat in summer is excessive; and grain and plants seed in December. They have a rainy season from February till August, though the winter, from April to July, is very pleasant, as they never have any frost; when the S.W. winds blow, it is, however, raw and cold. Unfortunately they want a safe harbour; and anchorage is very insecure from the vast quantity of coral rocks. To the N. of it to some distance there are soundings of from 22 to 24 fathoms, till within a mile from the northernmost point; it then shoals from 17 to 20 till the approach towards a reef of rocks on the N. E. near some small islands on the coast. There are from 25 to 34 fathoms on a bank of coral sand 2 leagues off, mixed in some places with broken shells. It is high water at full and change about one o'clock, and the tides rise 4 or 5 feet. From this island to South Cape in Van Diemen's Land is 445 leagues at S. W. half W. 305 leagues to Port Jackson at W. S. W. quarter W. to Dusky Bay in New Zealand, 329 leagues at S. three quarters W. 128 leagues to North Cape in the same island at S. E. by S. nearly, and 192 leagues at N. N. W. to the N. W. point of New Caledonia.

NORKIÖPPING, is a town of East Gothland in Sweden, situated at the conflux of the River Motala in Braawikin Bay, about 86 miles to the S. W. from Stockholm, and in lat. 58 deg. 27 min. N. and long. 15 deg. 26 min. E.

Boca NORTE, in the gulf of Mexico, or mouth of Norte or North River, is on the western shore, in lat. about 26 deg. N. and long. 97 deg. 45 min. W. It is at the S. end of a long narrow island, called the island of St. Josef, and at the S. end of the lake of St. Josef, which runs in behind the island.

Cape NORMAN, on the W. coast of the island of Newfoundland in North America, is on the gulf of St. Lawrence, and the western entrance of the narrow bay of Mouco, at the distance of about 20 leagues from Cape Ferrol. Its lat. is 51 deg. 39 min. N. and long. 55 deg. 58 min. W. and has high water on full and change days at 9 o'clock.

NORMAN Rock, at the entrance into St. Mary's Sound in Scilly, is about a cable's length from the Spanish Ledge, and is to be left on the starboard side, as the ledge is to be left on the larboard.

NORMANDY, is on the N. coast of France, and extends from near Eu between the mouth of the Somme River and Dieppe, to the westward of Auvranches, between it and St. Maloes.

Ferdinando NORONHA Island, is an island of the South Pacific Ocean, which has been laid down in lat. 3 deg. 56 min. S. and long. 32 deg. 38 min. W. Captain Cook in his second voyage looked for it in long. 32 deg. 5 min. but did not find it.

NORTH Bluff, is in the North Atlantic Ocean, near Hudson's Straits, in lat. 62 deg. 30 min. N. and long. 71 deg. 10 min. W. and has high water on full and change days at 10 o'clock.

NORTH Cape, on the N. coast of Ireland, is in lat. 55 deg. 15 min. N. and long. 8 deg. 35 min. W.

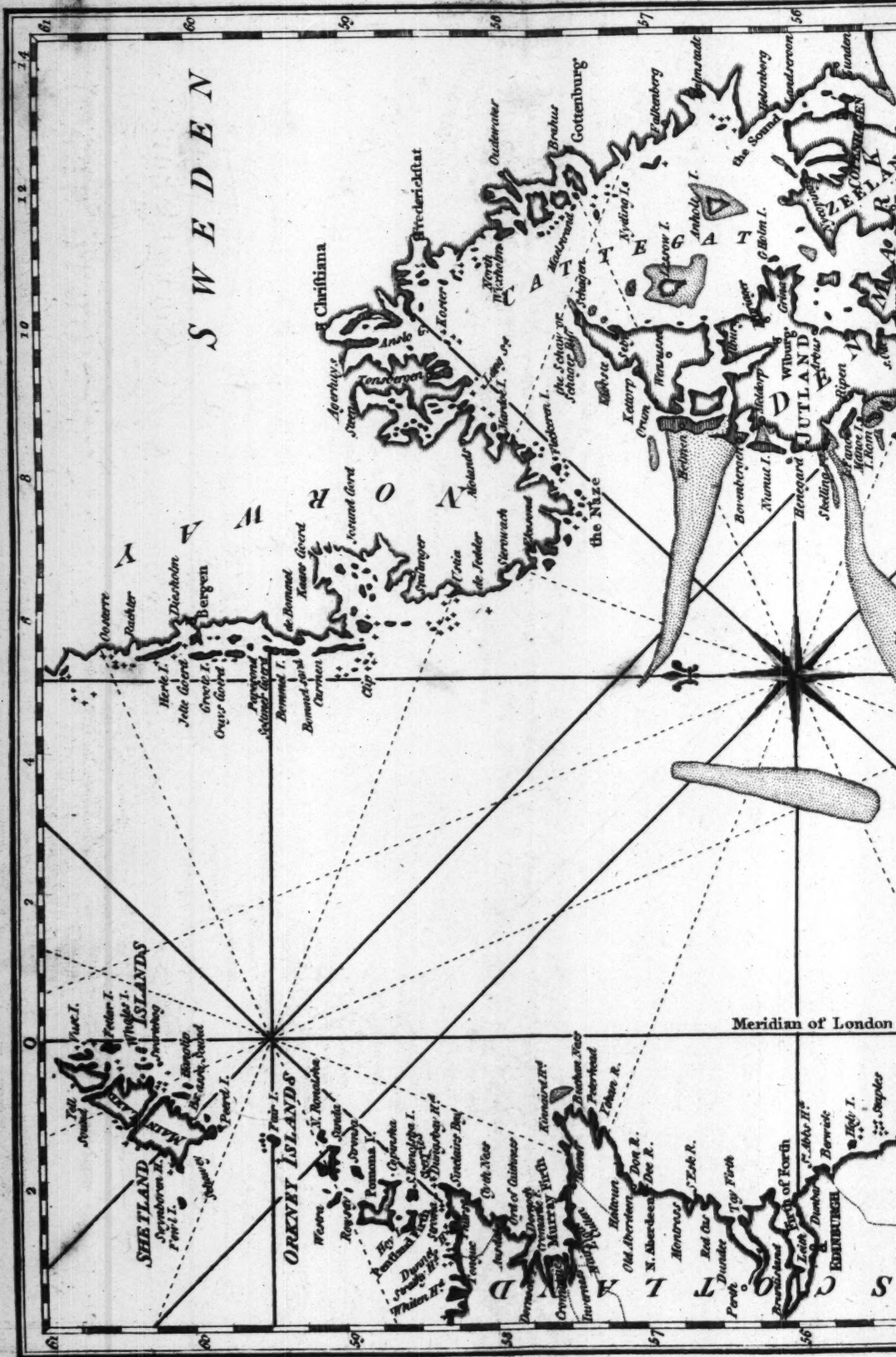
NORTH Cape, is a promontory of the island of Maggero in Wardhuys, at the northern extremity of Norway, and the most northerly point of Europe, is 112 miles to the N. W. from Wardhuys, and in lat. 71 deg. 10 min. N. and long. 26 deg. 0 min. E. Ships that are bound round this cape should take their departure from the N. point of Stadlind, on the coast of Norway, and keep without all the islands and headlands to prevent being embayed; though they may pass along within the islands, if it is thought more desirable.

NORTH Cape, in the island of Cape Breton, at the S. part of the gulf of St. Lawrence, is 4 leagues at N. by E. from the N. point of Achepe Harbour, and 4 leagues E. from Cape St. Lawrence, and is in lat. 47 deg. 7 min. N. and long. 60 deg. 13 min. W.

NORTH Cape, on the coast of Surinam, on the N. E. coast of South America, is in lat. 1 deg. 58 min. N. and long. 49 deg. 54 min. W.

NORTH Cape, in the island of South Georgia, in the South Atlantic Ocean, is the N. W. point, and has Bird Island close to it, and Willis Island to the N. W. of it, between which is a channel of two miles broad. Cape Buller is about 20 miles at E. from it nearly, and Possession Bay 11 leagues at E. from it. This cape is in lat. 54 deg. 5 min. S. and long. 38 deg. 15 min. W.

NORTH Cape, in the Frozen Ocean, through Bhering's Straits between Asia and America, on the coast of Asia, is in lat. 68 deg. 56 min. N. and long. 179 deg.

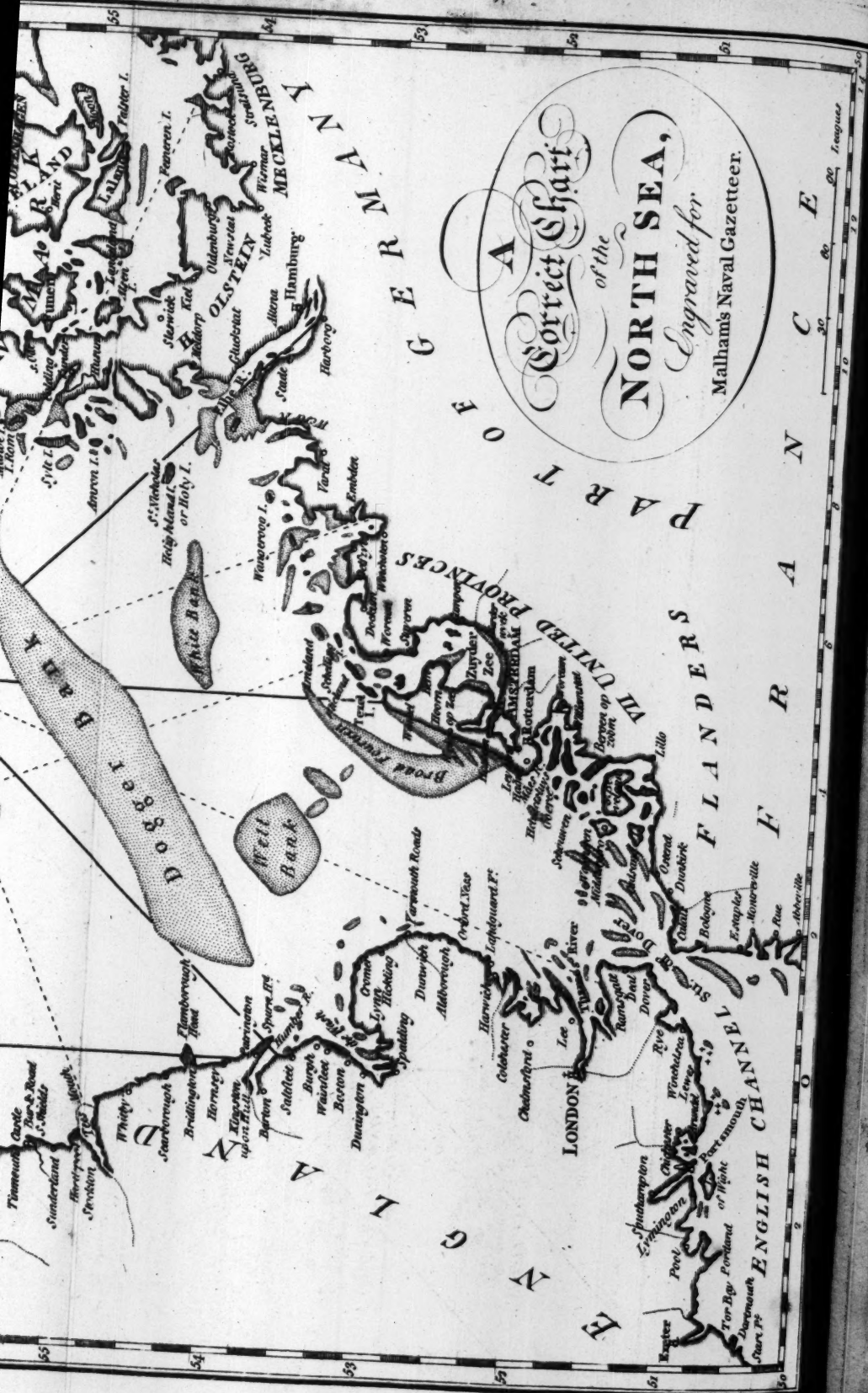


S W E D E N

SHEPHERD ISLANDS

ORKNEY ISLANDS

Meridian of London



Correct Chart
of the
NORTH SEA,
Engraved for
Malham's Naval Gazetteer.

Scale
0 10 20 30 40 50
Miles
0 10 20 30 40 50
Nautical Miles

deg. 9 min. W. The mouth of Kovyma River, on the coast of Siberia, is known to be only 125 leagues distant, one-third of which was explored so long ago as the year 1723, and has since been surveyed to Shelatfkoï Nofs, which is 43 leagues at N. E. from Kovyma, and the coast continues eastward somewhat southerly. Probably, however, not more than 60 miles of the coast may be unexplored.

NORTH Cape, the northernmost point of the northern island of New Zealand in the South Pacific Ocean, is 128 leagues at S. E. by S. from Norfolk Island, and 347 leagues at E. quarter S. from Botany Bay on the E. coast of New Holland. Its lat. is 34 deg. 30 min. S. and long. 172 deg. 40 min. E.

NORTH East Land, a large island so called, situated to the N. of Foul Sound in Spitzbergen, extending from 79 deg. to 81 deg. N. having islands off its coast all round the northern part, and within the passage on the W. side, next to Spitzbergen Island.

NORTH Foreland, on the coast of Kent. See **FORELAND**.

NORTH Ground, the northernmost of the sands or banks off the E. coast of Ireland, extending from the channel at E. S. E. from Arklow to E. S. E. from Dalkey Island, being from 7 to 10 miles or more distant from the coast, and lying nearly N. and S. The distance is greatest at the N. end, where the coast trends in, and the sand in general is from 2 to about 3 miles in breadth, having a good channel within. In the middle of it opposite to Wicklow, and at E. half S. from it is a channel which divides this sand into two parts, in which is from 8 to 11 fathoms water. The general breadth of the northern branch of this sand is near 3 miles, and is somewhat more easterly than the southern branch, the general breadth of which is only about 2 miles.

NORTH Kin, near the N. part of Lapland, is about 11 leagues at E. by S. from the N. cape. It is a point of the main land, and between them appears a great open sea. It is also 11 leagues at W. N. W. from Tanne Bay, the coast being all the way clean, without rocks or foul ground, and the land high, steep, and craggy.

NORTH Point, off St. John's. See **St. JOHN'S**.

NORTH Reef, off the island of Hispan-

niola, in the West Indies, is in lat. 20 deg. 33 min. N. and long. 69 deg. 12 min. W.

NORTH River, the same as Hudson's River, in the State of New York. See **HUDSON'S River**.

NORTH River, is a very considerable river of New Mexico, in North America, which rises in the N. part of it, and directs its course to the S. E. and falls into the gulf of Mexico at the W. end in about 26 deg. 12 min. of N. lat.

NORTH Rock, about a league and a half at E. N. E. from the harbour of Strangford on the E. coast of Ireland, is a name given to a ledge of rocks that stretches from the land at least a league in the direction of N. N. E. Many of them are seen at high water, so that a ship can scarcely pass between them and the main, unless very well acquainted. It is about half a league from the S. rock, and the channel between them is broad, so that ships may turn, and come to anchor in many places, having good, clean, and fair ground in 6, 7, and 8 fathoms. The N. rock is N. by W. or N. N. W. from Copeland 5 or 6 leagues.

NORTH Rock, is a distinct name which has been given to the northernmost of the two rocks that lie to the N. E. from the Saltees, near the S. E. angle or point of Ireland; the southernmost is called the Tans.

NORTH Sand Head, off the mouth of the River Thames, is about 6 or 7 miles from the shore, abreast of which, when the North Foreland Light is at W. N. W. or half a point less westerly, and St. Peter's open of Broad Stairs Pier at W. by N. half N. there is 9 fathoms water; but take care not to have the marks more northerly. The first part of the flood tide sets out strong over the North Sand Head, as the last part of the ebb comes in for the Bunthead.

NORTH Sea, is a term sometimes given to the sea northward from the Downs, but more particularly to the N. of Yarmouth Roads, between the English and Flemish coasts, and farther to the northward.

NORTH Sea, is a name that has been given by geographers to various parts of the different oceans, where they happen to wash the northern parts of particular continents or islands. Thus, the gulf of Mexico and the Atlantic Ocean farther

ther to the E. from its waters washing the N. coast of Mexico or New Spain in North America, and Terra Firma in South America, has been distinguished by this name. It has also been applied to the southern part of the gulf of Mexico in particular by the Spaniards, on their crossing the isthmus of Darien from the N. to the S. coast, in opposition to the Pacific Ocean, to which they gave the name of the South Sea. The Atlantic Ocean also on the E. coast of North America has been sometimes also called the North Sea; which appellation has also been given to the ocean on the N. W. coast of Norway and the N. coast of Swedish Lapland. The same ocean on the N. of Scotland and Ireland frequently has been met with under the same name. Many other instances might here be produced; but any farther testimony is unnecessary.

NORTH Sound, is at the N. end of Brasey Sound in the islands of Shetland, through which ships sometimes go out to the N. in doing which they must keep the main side until they have passed the small island called the Holm of Craister, as there are some rocks to the westward of this island called Loof Harbour. Having passed these rocks, steer away to the northward, and, on coming to the first narrow entrance, there is a middle bank, on which there is only 15 feet water; but there is a narrow channel of 18 feet water, and ships may stand on either side of it, as the shores are bold. A broader place now succeeds, which again comes narrow, and is here called the northernmost passage; but keep the main on board, and pass close by the small island or rock called Scotland, because there are some sunken rocks off from Brasey side, which will be seen by the breaking of the sea over them towards the sound of Brasey. When a ship is out at the N. end, there is a good channel between Beoster Island and Green Island quite into the sea.

NORTH Sound, another name for Beer Haven, on the coast of Ireland. See **BEER Haven**.

NORTH Sound Point, is the projecting point of the land on the N. E. side of the island of Antigua in the West Indies, from whence the coast on one hand trends S. easterly towards the W. end of Guana Island, and on the other S. S. W. to Parham Harbour, and is about S. S. E. from Long Island already described.

NORTH Spit Buoy, which is black, at the Queen's Channel in the River Thames, is about 2 miles at E. half N. from the mid channel between the Tongue and Wedge Buoys, so as to come thwart of it on the N. in 11 fathoms water about three quarters of a mile distant; the marks for which are, to bring Minster Mill on a house in Westgate Bay, at S. a little easterly, and Redding Mill on N. Down at S. E. three quarters S. From hence to the E. buoy of Margate Sand, which is also black, the distance is 4 miles and a half at S. E. half E.

NORTHERN Ocean, is, strictly speaking, that part of the great ocean which is bounded by the lands, which on each side approach the nearest to the N. Pole; it is sometimes called the Icy Sea, and sometimes has the name of the Frozen Ocean.

NORTHUMBERLAND Islands, on the N. E. coast of New Holland in the South Pacific Ocean, consist of a chain of islands so called, extending without from Cape Palmerston to Island Head, from lat. 21 deg. 28 min. S. to 22 deg. 26 min. S. and between long. 149 deg. and 150 deg. 20 min. E. Within these is the bay of Inlet's Broad Sound, Thirsty Sound, and Shoal Water Bay, all to the southward, formed by the direction of the coast.

NORTON'S Sound, on the N. W. coast of North America, extends from Cape Darby on the N. N. W. to Cape Denbigh or Cape Stephens on the S. or S. E. It is observable that from the N. and N. E. the wind here brings clear weather, which is probably occasioned by the attraction of vapours to the mountains on the N. that prevent their coming farther; this seems the more reasonable, because the same wind, on opening the channel which separates the two continents of Asia and America, immediately produces cloudy weather and snow showers. See **Capas DAREY and DENBIGH**.

NORTWICK, on the coast of Holland, is a league and a half from Catwick, and has a tower steeple with a light-house just by it. There is another town of the same name to the northward within the land, which has also a square tower steeple, and a little beacon upon it, and another lesser tower on the middle of the church. The spire steeple of Santford is 3 leagues from Nortwick.

NORWALK, is a town, river, and bay, on the coast of Fairfield, in Connecticut, New England, and on the N. shore of

Long

Long Island Sound. There are also some small islands of the same name.

NORWAY Coast, is in general bounded with small islands and rocks on the side of the Atlantic, some of 9 leagues over, but most of them so small as to be inhabited only by fishermen and pilots. There are some good harbours among them, but difficult and dangerous of access to large ships without oars, the wind and currents being very violent in the narrow straits. The government has caused some hundreds of large rings to be fixed in the rocks, about 2 fathoms above water, for ships to moor at when there is not room for anchorage. In some places, indeed, the sea is 300 fathoms deep close to the rocks, and in others no bottom can be found. It is observable, that in Flogé Creek, about a Norway mile from Drontheim, a line of 1000 fathoms found no ground; and other creeks, which run 10 leagues up the country, have 400 fathoms deep. The general remark in this respect which occurs, is, that the depth of the sea may be deemed to be about the same distance below the surface of the water that the nearest mountain is above it. Though it is not impossible, it seems not altogether so certain, however, that 1000 fathoms of line should find no bottom, unless it be affected by some under current that may prevent it from sinking.

NORWICH, though an inland city, has a communication with the ocean by means of the River Yare, though at the distance of 30 miles from its mouth. It received its name from its situation, and was called *Norwic* by the Saxons, in which *Nor* signifies North, and *Wic* was the name for a bay, station, or castle; and its station on the River Yare sufficiently agrees with such a derivation. It imports vast quantities of coal, wine, fish, oil, and other heavy goods, and sends great quantities of manufactures to London, and exports others to Holland, Germany, Sweden, Norway, and other places. Not less than 120,000 people are employed in their manufactures of wool, silk, &c. in and about the town, including those employed in spinning the yarn.

NORWICH, in Connecticut in New England, is situated on the W. side of the River Thames, above New London, near the conflux of the two main branches of the river. There is a remarkable

bridge here, which is 60 yards long, and is butted on two rocks, and geometrically supported, under which ships may pass with all their sails standing. It is out of our province to record any other curious anecdotes and singularities respecting this place.

Cape NOSE, in the Red Sea, is in lat. 23 deg. 50 min. N. and long. 35 deg. 5 min. E.

NOSSE Island, one of the Shetland Islands to the northward of Scotland, is to the eastward of Brasey Island, and serves as a mark for going into Brasey Sound. It is high water here on full and change days a little before 10 o'clock, when the tides rise and fall 8 feet, but at neap tides only 5 feet. Here is but a small tide, which comes into the S. entrance, and runs out at the N. entrance, but the ebb tides are the strongest at the N. entrance.

NOSSE Island, off the coast of Madagascar in the Indian Ocean, is 7 leagues to the N. of an island which is round and high, being 5 leagues in length, and having a lesser one about a league from it. This island of Nosse is a mark for entering the road of Afada, which will be seen to lie at E. N. E. and W. S. W. It lies N. and S. and has Nosségumby to the S. of it.

NOSSEGUMBY Island, about 2 leagues long, is to the southward of Nosse Island on the coast of Madagascar, and is round and high. Fresh water may be procured here, by fetching it 4 miles. The high point called Cissy is to the southward of this, which looks like an island but is a cape from the main.

NOTAYRANA Island, one of the group of islands called Maldives, in the Indian Ocean, is one of those which form the E. side of the northern group, and is laid down in lat. 7 deg. 12 min. N. and long. 73 deg. 40 min. E.

Cape NOTCH, in the straits of Magellan, between the southern continent of America and the island of Terra del Fuego, is the W. point of Goodluck Bay, and in lat. 53 deg. 33 min. S. and long. 74 deg. 34 min. W. It is the W. point or limit of a river which closes this bay, and bears E. S. E. from a large and fair opening on the S. W. shore. It is 7 leagues at N. W. three quarters W. from Cape Quod, and 7 miles due N. from Swallow Harbour.

NOTOU, on the coast of Norway, is half

half a league to the northward of Great Warder Road, having a white church and some houses near it. Here is good anchorage for either northerly or southerly winds; and there is also a road within half a league of the N. end of Scute Ness, where ships may anchor in 10 fathoms and good ground.

NOTTEBURG, is a strong fortress and sea port of Ingria in Russia, situated on an island that is formed by the River Neiva, near the western bank of the Ladoga. This was the capital of the province before Peterburg was built, from which it is distant 26 miles to the E. and is in lat. 60 deg. 15 min. N. and long. 31 deg. 46 min. E.

NOTTINGHAM Island, near the opening from Hudson's Straits to the bay, is S. by E. from Mill Island, and to the westward from Salisbury Island. Diggs's Islands, which lie W. from Cape Diggs, are to the S. of it. Its E. end is in lat. 63 deg. 35 min. N. and long. 77 deg. 53 min. W. and has high water on full and change days at 10 o'clock.

NOVALO Point, in the way to Morbain, on the W. coast of France, is to the westward of St. Gildas, from which latter a ledge of rocks runs off about half a league into the sea, that must have a birth, and then ships may run in close by Point Novalo on the eastern shore of the river, when they may either take the eastern branch of the river to Vannes, or the western to Auray or Morbain. See VANNES.

NOVA Island, on the coast of the Spanish main in South America, has been already mentioned under Carthage, and makes the E. side of that port at its W. end, and is the middlemost of the three islands, which extends for some length, in the direction of E. by N. from the E. point of the entrance. Between this island and that of Kares to the westward, is the channel into the bay of Carthage; for there is no navigable channel at the other end of this island. The entrance to the bay is guarded by two strong forts on these islands, in the direction of N. N. W. and S. S. E. from each other, and there are also two other forts on the main on the S. side. See CARTHAGENA.

NOVA Rio Bay, a small bay so called, at the mouth of a river on the N. side of the island of Jamaica in the West Indies. This river runs down on the W. side of the mountains which are contiguous to

the coast near Galina Point, from which this river is distant to the W. N. W. between 2 and 3 leagues. Ships may anchor in this bay, as it is all clear.

NOVA SCOTIA, called by the French Acadia, but known to the English only under the latter name, is a country of North America, bounded on the N. by the River St. Lawrence, on the E. by the gulf of St. Lawrence, and by the North Atlantic Ocean on the E. and S. and on the W. by New England, and situated between the parallels of 43 deg. and 49 deg. of N. lat. and from 60 deg. to 67 deg. of W. long. It is in length 350 miles, and in breadth 250. Though situated in a very favourable part of the temperate zone, the winter is extremely intense, and continues for at least seven months in the year; and summer immediately succeeds without any thing that looks like the intervention of spring, when the heat becomes as violent as the cold was before. But the latter is of no long continuance, because the country is enveloped in the gloom of a perpetual fog long after the summer has commenced. Its harbours are so numerous and fine as not to be exceeded in any part of the world; an account of which will be found under their respective heads.

NOVA ZEMBLA, is an island that is separated from the northern part of Russia by the strait of Wygate, called by the Dutch Van Nassau, in the North or Frozen Ocean. It is situated between lat. 70 deg. N. and the North Pole, but its extent that way is not described, and between 50 and 80 deg. of E. long.

PORT NOVE, or BALEME, is about 2 leagues from English harbour in the island of Cape Breton, in the S. part of the gulf of St. Lawrence. See BALEME.

NOVIGRAD, is a small town of Venetian Dalmatia, with a castle, situated at the mouth of a bay of the same name, about 13 leagues to the N. E. from Zara, and in lat. 44 deg. 27 min. N. and long. 17 deg. 33 min. E.

Juan Novo Islands, in the Indian Ocean, are situated to the N. E. from the N. point of the island of Madagascar, in lat. 10 deg. 20 min. to 50 min. S. and long. 51 deg. 25 min. E.

NOU Kian, a river of Asia, now known to be the same with the AVA.

NUBOL Island, off the coast of Germany, is one of those places where ships usually take pilots to sail into the Hever. From Helighland, or Holy Island, the course

course is N. E. easterly, till a ship shoals into 6 or 7 fathoms, when she must bring the spire steeple of Pielworm to bear at N. E. by N. and to the S. southward of the southernmost house on the island of Nubol.

NUMET Island, on the W. coast of Jutland, is due N. from the mouth of the River Elbe, passing without the islands of Silt, Ren, and Pany, that lie along the coast not far from the main. Its lat. is about 55 deg. 50 min. N. and long. 9 deg. E.

NUNHIDE Haven, about 3 miles across a valley from Hastings towards Bexhill and East Bourne to the W. and the place where William the Conqueror landed with his forces before the battle of Hastings.

NYBORG, is a small and well built town of Denmark, in the island of Funen, seated on a commodious bay. It is 10 miles to the E. of Odensee, and in lat. 55 deg. 30 min. N. and long. 10 deg. 40 min. E.

NYDING Rock, is a league from Mael Sound on the coast of Sweden, being a foul and dangerous place, and is in itself about half a league in length, from the N. end of which is a reef of sharp stones extending for near a league more to the N. and N. N. W. on which is only from 4 to 8 feet water. The S. end is narrower, and has a tail of rocks running out to the S. E. near 2 leagues, on which is only from 3 to 5 feet water. A light or fire-beacon is kept upon it to warn seamen of the danger; but there is nevertheless good anchorage about a league and a half from it. Weribergen lies 5 leagues from it at S. E. by S. in a bay, and Mousterfoud, which goes into that bay, is due S. from it.

NYSTADT, is a small town on a bay of the gulf of Bothnia in North Finland, 21 leagues to the S. of Biorneburg.

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OACHATE Harbour, near the S. point of Ulietea Island, in the South Pacific Ocean, has an island to the starboard within the reef, in lat. 16 deg. 55 min. S. and long. 151 deg. 24 min. W. The island, which is one of those called

the Society Islands, is to the N. W. from Otaheite.

OAITIPIHA Bay, in the island of Otaheite, in the South Pacific Ocean, one of the Society Islands, is situated near the N. E. end of the lesser peninsula. It has good anchorage in 12 fathoms water, within about two cables length of the shore. In sailing for this Bay, however, it is necessary to be very careful, so as to avoid a ledge of rocks that surrounds this part of the island; for though there are many openings in the reef, yet few of them have sufficient depth of water to carry a ship through. It may be remarked, that Mr. Foster has wrote this O-Aitepêha, which, perhaps, may be preferable. It is in lat. 17 deg. 46 min. S. and long. 149 deg. 14 min. W.

OATARA Island, a small woody island, on the S. E. of Ulietea island in the S. Pacific Ocean; between 3 and 4 miles from which to the N. W. are two other small islands in the same direction as the reef, of which they are a part.

OAZE EDGE Buoy, in the river Thames, is about 6 miles or 2 leagues at E. half N. from the buoy or light of the Nore. To turn between them, either up or down, ships may stand to the Warp in 7, 8, 9, or 10 fathoms, and to the southward in from 8 to 11 fathoms water. Between this buoy and the buoy of the Red Sand is a round shoal called the Spill, which bears S. from the buoy of the Oaze Edge, which buoy is also W. half S. from the buoy on the N. E. end of the Red Sand at the distance of 4 miles. In clear weather, a tree with a round head on the island of Grain will be a good mark for sailing between the buoy of the Oaze Edge and the Red Sand, by keeping it in the valley between the little hills upon the high land, next to the westernmost end of the island of Grain, which will lead a ship down in a direct course. To turn it up or down, stand towards the buoy of the Oaze Edge in 7 fathoms, and to the Red Sand in 7 or 8 fathoms; but in mid channel there is 10 fathoms. The E. ends of the Oaze Edge and Black Tail Beacon, bear from Mouthole church about N. half E.

OB, or OBY River, is a very considerable River of Russia, which rises in the lake of Altin, otherwise called Kisan Lake, in Calmuck Tartary in Asia, having a course of about 2000 miles from its source to the Frozen Ocean. In its progress

gress it receives several rivers, particularly the great river Irtysh, the Solway, Zouaia, &c. and discharges itself into a branch or passage of the northern ocean in 70 deg. of N. lat. between the coasts of Samoeida, the most northerly province of Siberia, and Nova Zembla, or Waygate Straits. For the most part the breadth of this river is between 200 and 300 fathoms, and in some parts, when the floods are out, it is of a greater breadth; and it is navigable almost to its source.

OBEVAHOA Island, in the South Pacific Ocean. See OBEVAHOA.

OBITEREA Island, in the lat. of 22 deg. 40 min. S. and long. 150 deg. 50 min. W. is 100 leagues to the S. of the Society Islands. It contains no good harbour or anchorage, and the inhabitants are averse to the intrusion of strangers.

OBSERVATORY Island, on the N. E. coast of New Caledonia in the South Pacific Ocean, received its name from having been made use of to erect the apparatus carried out by the attendants of Captain Cook for making observations. As the channel to it is not direct, it may be proper to describe it for the information of others, if it should be visited in future by English seamen. At the N. W. point of a reef of rocks, at some distance from the coast, the channel has from 16 to 14 fathoms water, with a fine sandy bottom. To enter it, if unacquainted, place one boat on the point of the reef on the weather side, and, after getting through the reef, haul up at S. half E. for a small sandy island under the shore. In standing for this island, the depth for 2 miles was from 15 to 12 fathoms, and a pretty even sandy bottom, and then from 6 to 4 fathoms in passing over the tail of a sand or shoal which is a little without the small island to the N. E. Over this shoal is generally 7 and 8 fathoms, but it gradually lessens to 3 fathoms on approaching the shore; but by standing off a little, there is anchorage in 5 fathoms, with a bottom of fine sand mixed with mud, when the small island is at E. by S. distant three quarters of a mile, and only one mile distant from the main. The island of Balabea thence bears at N. W. by N. and the channel through the reef due N. 4 miles. It is a well-sheltered situation; and ships may water at the head of a little creek where there is

a small stream. Cape Colnett, which is S. E. of Observatory Island, is on the coast, in lat. 20 deg. 30 min. S. and long. 165 deg. E.

OBSLO. See ANSLO.

OBY Bay or Gulf, is a deep inlet of the Frozen Ocean to the eastward of Waygate Straits, so called, into which the River Oby discharges its waters, in lat. 63 deg. 10 min. N. and long. 86 deg. 15 min. E.

OCCOA Bay, is the N. E. part of the coast between Cape Beata and Salinas Point on the S. shore of the island of St. Domingo in the West Indies, situated to the eastward of Azua. It is so called probably from the river of the same name on its E. side to the southward, which here falls into the sea on that side of the range of mountains that here runs inland from the coast.

OCCOA River, a small river of the island of St. Domingo in the West Indies, which falls into the sea nearly due N. round the W. side from Salinas Point on the S. coast of the island. See the preceding article.

OCCRACOCKE Island, on the coast of North Carolina in North America, is that part of the bank on which Cape Hatteras is situated at the S. E. point; off the southern extremity of which is Occracocke inlet or channel into Pamlico Sound.

OCEAN, a general name for any large tract or space of sea; and in the most extensive sense it means the vast collection of waters which encompass the whole earth, though subdivided, for the better elucidation of particular parts, into three grand divisions, of the Atlantic, Indian, and Pacific. Of these we have subdivided the first and last into N. and S. the limit of which is pointed out by the Equator, and the second into Indian Ocean and eastern Indian Ocean; understanding by the former that space of sea which lies eastward of the Cape of Good Hope to the islands of Sumatra and Java, and by the latter those parts to the eastward of Malacca and Sunda Straits, to the W. coast of New Holland, New Guinea, and the Philippine Islands. Though we have in this work given the distinct names of oceans to some smaller parts or branches, we have endeavoured to point out specifically to what general division each of these parts belong; a matter of importance to the clear and accurate

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A Correct Chart of the INDIAN OCEAN.

Engraved for
Malham's Naval Gazetteer



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curate discrimination of the several parts of the ocean, and for the due and intelligent comprehension of the subjects treated, and on what coasts of the known world any of the places mentioned may be readily found.

The subdivision of the general parts must doubtless prove of essential service to this end. The terms of North Atlantic, South Atlantic, North Pacific, South Pacific, Indian Ocean, Eastern Indian Ocean, Frozen Ocean, and such other general descriptions, are soon understood; and the part of the great body of waters is consequently ascertained with much readiness by means of them. It has also been our peculiar endeavour to take care that the charts which accompany this work, should be rendered conformable to these observations. See some farther remarks on this subject in the Introduction to Vol. I. p. xxxi.

OCHO Rio Bay, on the N. coast of the island of Jamaica, is to the W. N. W. from Galina Point, and also in the same direction about 2 leagues from Nova Rio, which has been already described. Here is a kind of small gulf, and from the E. point a tail of a sand runs off to the westward, so that ships must pass by the western shore, and anchor just within the sand. See *Rio NOVA*.

OCHOTSK. See OKOTSK.

OCONA Port, on the coast of Peru, on the South Pacific Ocean, is 11 leagues to the N. W. from Quilca, and a bold coast, and 14 leagues at S. E. from Attico.

OCZAKOW, anciently known by the name of ORDESSUS, is a strong fortress, having a harbour near the mouth of the Dnieper, in the N. W. part of the Euxine or Black Sea. It is about 41 leagues to the N. E. from the northern branch of the Danube, and 50 leagues to the W. from Precop at the isthmus of the Crimea. It was ceded to Russia by the late treaty of peace with the Turks, and is in lat. 46 deg. 12 min. N. and long. 30 deg. 57 min. E.

ODER River, after a very considerable progress from its source on the borders of Hungary, and passing through Silesia and Brandenburg, divides eastern from western Pomerania, and, parting into several channels, forms the islands of Usedom and Wollin, below which it discharges its waters into the Baltic. It is navigable for a considerable way from its mouths on the S. coast of the Baltic, and has some good port towns and other

towns of note on its banks; among these in particular may be reckoned Stettin, Dam, Frankfort, Crossen, Glogau, Breslau, Opelen, and Ratibor, all of which have a communication with the Baltic by means of this river, and carry on a considerable trade.

OELAND Island, is a pleasant island of Sweden in the Baltic Sea, being a narrow slip of land opposite to the continent of South Gothland, from which it is divided by a narrow strait called Calmar Sound, 14 miles to the E. of Calmar, in lat. 56 deg. 38 min. N. and long. 17 deg. 12 min. E. This island is full of difficult harbours and roads on the side next the channel. It is 24 leagues long, and but a league and a half broad; in some places it is even of less breadth. On the island are no less than 18 square towers, that are very useful to the pilots for sea marks. The E. coast is clean and bold, but the W. coast is full of rocks and dangers. From the S. end of Oeland to the S. end of Gothland, the distance is 24 leagues in the course of N. E. by E. but the fairway between the two islands is at N. E. by N. The channel of Ide Sound is 8 leagues to the N. W. from Oeland; and from the N. end of Oeland to Bar Sound is 15 leagues at N. by W. but not more northerly on account of the Ide Banks. It is also 24 leagues at N. N. E. from this island to Landsfort, or the W. point of the channel of Stockholm, though the fairway lies at N. by E.

OENEMACK Point, or the S. point of Bristol Bay, on the N. W. coast of North America, is in lat. 54 deg. 30 min. N. and long. 163 deg. 30 min. W.

OESEL Island, towards the E. coast of the Baltic Sea, is situated off the N. point of Courland, between the point and Dagho Island to the N. by W. from which it is separated only by a narrow channel. Its length is about seven miles, and its breadth 22 miles, the chief town of which is near the S. W. part on the coast, and known by the name of Arentsburg. It is in lat. 58 deg. 10 min. N. and long. 22 deg. 15 min. E. See ARENTSBURG.

OCHAO Island, one of the two islands in the South Pacific Ocean, which are situated about 11 or 12 leagues to the N. N. W. from Anamocka or Rotterdam Island. It is not so large as Amattaoa, which is the other island, but more round and peaked; but they are both inhabited.

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ed, though neither of them is very fertile, and there is a safe channel between them of 2 miles in breadth, but no soundings. See AMATTA FOA.

OHAMANENO Harbour, in the island of Ulitea, one of the Society Islands in the South Pacific Ocean, is in lat. 16 deg. 45 min. S. and long. 151 deg. 38 min. W. and the variation of the compass in 1777 was 6 deg. 19 min. E. The time of high water on spring tide days is also about 40 minutes before 12 o'clock. It is situated on the W. side of the island, and the channel into it is about a quarter of a mile wide, between two low sandy islands, the most northerly on this part of the island. Between or just within them, there is good anchorage in 28 fathoms and soft ground. It is a small harbour, but preferable to the other harbours of the island, as being in the most fertile part of it, where fresh water also is easily to be procured. The other two harbours are to the S. of this, and not far from the S. end of the island; and they have good anchorage in from 10 to 14 fathoms. Three small woody islands at the entrance point them out; one of which lies between the two northernmost of these islands, and the other to the S. of all of them.

The harbour goes in due E. and on the inner side of the reef turns either S. or round the S. point of the rocks which line the shore to the E. into a bay that is there formed by the coast; into the bottom of which bay a river falls from the E. N. E. and several rills or small streams from the S. E. and S. at one of which is the watering place. In the mid channel of the passage from the W. between the reef, is from 13 to 28 fathoms; but there is only from 6 to 12 on the larboard or N. side towards Tahownoe island without the rocks at the point of the inner entrance, and from 3 to 10 near the opposite inner point or starboard. In the middle is anchorage in 28 fathoms; but farther S. within the reef is 20, 16, and 14 fathoms; and to turn into the bay to the E. give the rocks on the larboard from the main island a birth, so as to have the rivulet at the bottom of the bay open at E. N. E. to N. E. within which are various depths from 16 to 5 fathoms. Otorea Island is on the side of the gut or entrance within the reef.

OHAMENE Harbour, is a fine bay on the E. side of Otahâ, one of the Society

Islands in the South Pacific Ocean. It passes in by a channel between the two small islands of Toahoutu and Whenuaia that are a little more than a mile from the shore, to the northward from the S. end of the island. Within the reef it forms a very good harbour in from 25 to 16 fathoms water and clear ground.

OHAN, a port of Scotland so called, which by the late act of parliament (1795) for procuring 20,000 men for the navy, is required to send 20 men.

OHEITEPEHA Bay, probably the same as OAITIPIHA, which see.

OHERURUA Bay, is on the S. W. part of the island of Otahâ, one of the Society Islands, in the South Pacific Ocean, and the next harbour to the northward from Apotopoto Bay. This is a pretty large bay, and has anchorage in 20 and 25 fathoms, and has the advantage also of fresh water. The breach in the reef which forms a channel into this harbour is a quarter of a mile in breadth, and there is generally no danger but what is visible, as the channel is very steep on both sides. As soon as a ship is within the reef, it lies to the N. E. and the entrance of the reef is in lat. 16 deg. 38 min. S. and long. 151 deg. 30 min. W.

OHETEROA Island, in the South Pacific Ocean, has neither harbour nor anchorage, but only a bay on the W. side, and that is foul and rocky, the bottom of which may be seen in 25 fathoms. It is 13 miles in circuit, and rather high, being situated in lat. 22 deg. 27 min. S. and long. 150 deg. 47 min. W.

OHEITUNA Harbour, is on the S. E. side of the island of Ulitea, one of the Society Islands in the South Pacific Ocean.

OHEVAHOA Island, in the South Pacific Ocean, is in lat. 9 deg. 41 min. S. and long. 139 deg. 2. min. W.

OHIO River, otherwise called ALLEGANY River, is a very fine river of North America, and consists of many branches. It rises on the W. side of the Allegany or Apalachian mountains, and waters the whole of the country on the back of those mountains. The course of the principal stream is towards the S. W. and it discharges itself into the Mississippi, adding very greatly to the importance of that river. The principal stream, besides most of the branches that belong to it, are navigable. It joins the

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the Mississippi in about 37 deg. of N. lat. where it is between 700 and 800 yards wide, and not far from the entrance of the Cherokee River. It receives the Muskingam River in lat. 39 deg. 10 min. N. being 250 yards wide; and the Ohio, from about 50 miles above this river to Sioto, is most beautifully interspersed with numbers of islands, and is in some places 700 yards wide. It received this name from an Indian word, which signifies fair or pleasant, and from hence it has been frequently called the Fair or Beautiful River. It runs through the most delightful and fertile countries in the world, and receives 10 or 12 rivers, besides an innumerable list of rivulets, and is navigable for more than 600 miles.

OHITAHOO Island in the South Pacific Ocean, is in lat. 9 deg. 55 min. S. and long. 139 deg. 6 min. W. and has high water on full and change days at half-past two o'clock.

OISTIN'S Bay, in the island of Barbadoes in the West Indies is near the southern extremity, being formed to the S. E. by Kendal's Point, where there is a fort, from which a long sand stretches out more than a mile from the shore at S. by W. and runs along the N. E. gradually lessening in breadth till it terminates in Long Bay on the S. E. part of the island. In coming round the S. end therefore from the eastward for this bay, an offing of half a league at least must be given, until the town of Oistin's come due N. when ships may stand in at N. N. E. for the bay between the middle and westernmost of the forts. The most westerly fort is called Oistin's fort, and middle one is Hooper's Fort.

OKOTSK, a town to the westward of the peninsula of Kamtschatka on the E. coast of Asia, situated in the N. W. part of the sea of Okotsk, and almost due W. from Yamsk harbour on the N. shore of that sea, in lat. 59 deg. 20 min. N. and long. 143 deg. 12 min. E. or perhaps more easterly. These are said to be the only two harbours on that sea, as far as to the river Amur at the S. W. entrance within Sagaleen island.

OLD Castle, within Beerhaven, or the opening into Bantry bay, on the S. W. coast of Ireland, is beyond the ruined castle, near which ships frequently anchor. From this castle they may sail along to the northward of the island of Beerhaven, and come out eastward into the Bantry at the bottom of the bay.

OLD Channel, a small channel of the river Thames, is pointed out between the Woolpack buoy, which is red, and the E. buoy of the Spell, with the beacon that lies about half way between them, and a cable's length to the northward. It is not above a cable's length in extent, and has 6 feet water through it. To bring the middlemost of the three copperas houses at S. W. by W. westerly, will clear a ship of the outer part of the spell and the Woolpack, and lead a ship just within Horseshoe-hole, safe for the buoy of the Wedge.

OLD Fort Bay, is situated at the S. end of the island of St. Lucia, in the West Indies, having Citron Bay and Golden River to the W. and St. Mary's island and bay to the E.

OLD Fort Islands, in Eskimaux Bay, on the coast of Labrador in North America, are in lat. 51 deg. 24 min. N. and long. 57 deg. 48 min. W.

OLD Harbour, on the S. coast of the island of Jamaica in the West Indies, is to the westward of Port Royal, round the Twelve Apostles and Cabarita Point, and to the N. N. E. or N. E. by E. from the Pitch of Portland. There are abundance of shoals and islands in the entrance to it; but there are good channels between them all for those who are acquainted, or with the assistance of pilots, and very safe riding under some of them in from 6 to 8 fathoms.

OLD Head, or S. point of the Orkney Islands, is in lat. 58 deg. 40 min. N. and long. 3 deg. 5 min. W. and has high water on full and change days at 11 o'clock.

OLD Head, or Cape VELHO, as it is sometimes called, especially by foreigners, is to the S. from the harbour of Kinsale on the S. coast of Ireland, and commonly called the Old Head of Kinsale. It is a noted mark for seamen, on which is a light-house, for a mark only, and lies far without the other land, the outermost S. end of it being very high and steep. It appears at first like an island, either from the eastward or westward. There is anchorage on both sides of the point in as much or as little water as may be desired. It is about 9 leagues to the E. N. E. from Castlehaven, and 1 league to the S. from the entrance into the harbour of Kinsale. The head is in lat. 51 deg. 31 min. N. and long. 8 deg. 52 min. W.

OLD Man's Bay. See MAN'S Bay.

OLD Man's Mountain, a very high mountain

mountain so called on the S. coast of Africa, in the midway between Tigers Bay and Mount Negro, and about 10 leagues from each, in the direction of S. W. by S. and N. E. by N.

OLD Men's Port, is about 8 or 9 miles to the N. of Cadavaylo river, to the northward from Lima river on the coast of Peru in S. America, and on the South Pacific Ocean. From the river to this port is a depth in the fairway from 5 fathoms and a half to 7 fathoms, and to the N. W. of it are several very small rocks or islands, having from 9 to 12 fathoms water or more about them, from 2 to 3 miles distance from the shore; but the outermost of these islands have from 20 to 30 fathoms near them.

OLD Port Point, on the larboard side going up, within the harbour of Kinsale on the S. coast of Ireland, has been mentioned under Kinsale, for which see KINSALE.

OLD Road Bay, on the S. W. coast of the island of St. Christopher's or St. Kitt's in the West Indies, is between Church Gut, off St. Thomas's church to the W. and Bloody Point to the E. It has anchorage very near the shore from East Gut to Stone Fort; but the depth of water, if more than half a mile from land, is too much to anchor in. There is from 5 to 15 fathoms near the shore, and the least towards the fort.

OLD Rock, on the coast of Norway, is a high rock or island, with several smaller rocks about it, from whence to the S. W. also a reef of rocks stretches out into the sea near 2 leagues. It is about 3 leagues from the shore, and 4 leagues and a half to the northward of the Outery, Outweers, or outer rocks. Between them is the harbour of Southford.

OLD Stairs Bay, is a mark on the coast of Kent for sailing into the Downs through the Gull stream from the N. Foreland from abreast of the Knowl; the course for which is S. half E. until the South Foreland upper light come on this bay at S. W. by S. or half a point more southerly. See GULL stream.

OLD Town, is in the island called Martha's Vineyard on the coast of New England in North America, with a harbour.

OLEBATTO Bay or Bight, on the S. coast of Africa, is to the eastward of a sand bank near Cape Lopez, which is so steep that a ship will be in 30 fathoms at one cast, and at the next fast aground,

at one league to the N. of the cape; this bank is avoided by keeping the cape close on board. When a ship is easterly from it, between it and the main, with a small island on the starboard side, she may run into this bight at E. by S. till she has passed the watering place sand; then keep on to the high trees, and come to anchor with safety.

OLENCK River, is a river of Russia in Asia, which runs along to the eastward, just on the N. of the Arctic circle, and then changes its course to the N. into the Arctic Sea or Northern Ocean, a little to the W. of Lena river. The town of its name is situated on the W. side near its mouth, in lat. about 74 deg. N.

OLERON Island off the W. coast of France, anciently known by the name of ULIARUS, is above 5 leagues long and 2 broad, and about 3 distant from the main. It lies nearly in the direction of N. W. and S. E. but turns southerly towards the S. end. On its N. W. point or extremity is a light-house, called Chaffiron, near which point it is rocky for 2 or 3 miles out; it serves as a good mark, by keeping it 3 or 4 miles on the starboard, for running E. or E. S. E. into Basques road, to the northward of the island of Aix. There is also a strong castle on the E. side, about W. N. W. from Brouage on the main. There are several banks along the N. E. side of it, as well as other parts of the coast; that round the N. W. end in which these rocks may be noticed, the others being noticed mostly by distinct names, and treated of accordingly. When Richard I. king of England, possessed this island, he compiled the mode of maritime laws, which are called the laws of Oleron, and have been received by all nations in Europe as the ground and foundation of all their marine constitutions. The island of Aix is but 1 league distant from it; the island of Rhé is distant 3 leagues, and the mouth of the Charente river is 2 leagues distant. It is high water at the island on the days of spring tides at 3 o'clock. It is in lat. 46 deg. 13 min. N. and long. 1 deg. 26 min. W. See CHOERE, or CHOERA.

OLIAROS Island. See ANTIPARI.

OLIERIE Island, is a high island on the N. coast of Lapland, in a bay between Kilduyn and Tiry Biry, and about a league from the former. Behind the S. end of it under the main is a good river that will hold 3 or 4 ships; and

and on the main is a hummock higher than the rest, with two crosses upon it one above another. There is also a flat point to the northward of it, and thwart of it are some rocks along shore, that are covered at high water, one of which is almost even with the water, and may be known by the sea breaking upon it. Ships must not venture in here without a pilot, but, if they cannot get one by a signal, they may run away to Kilduyn one way, or to Tiry Biry, which is 5 leagues distant on the other, according to the wind.

OLINDE, on the coast of Brazil in South America, is in lat. 3 deg. 13 min. S. and long. 35 deg. 5 min. W.

OLINIE Island, or DAELNA OLINIE, on the N. E. side of Lapland, is 2 leagues to the southward of Salensi, being high at the N. end, and lower at the S. Behind it under the main land is a good road for the largest ships; and, if occasion should require, the fishermen will pilot ships into the road. Between this island and Salensi are 3 small black islands, having a good road under them in from 6 to 8 fathoms. There is also a fair harbour called Rinds about 5 leagues to the eastward of Olinie; the course between them is clear along the shore till a ship is right off the islands that are before it, because the land is so high that in the offing it appears above them.

OLIVA, is a town of Little Pomerania in Polish Prussia, with a harbour on a bay of the Baltic, about 8 miles to the W. of Dantzic, and in lat. 54 deg. 26 min. N. and long. 18 deg. 29 min. E.

OLIVA, on the N. W. shore of the Mediterranean, is a town of Spain, to the N. N. W. from Cape St. Martin, and between Denia and Cape Coulibre. There is anchorage before it in 7 and 8 fathoms, nearly in the middle of a bay, and to the W. of the Yvica; but all this coast is open to the Levant winds, though Denia affords protection and shelter for small vessels.

OLIVE Bank, on the coast of France, is to the southward of the Charter, as that is to the southward of the Cordevan tower. It extends along the S. shore of Bourdeaux river, for about a league in length, between which and the Charter there is a channel of about half a league broad, with 4 fathoms deep at low water, and is called the Grave Passage.

OLIVIA Bay, is a small bay of the

Baltic so called, and the same with Oliva, already mentioned. See OLIVA.

Point OLIVIA, in the island of Mitylene in the Archipelago, is in lat. 38 deg. 57 min. N. and long. 26 deg. 55 min. E.

OLIVIENS Reef, between the S. W. coast of Borneo island in the eastern Indian Ocean to the eastward of it, and the small island of Billiton to the westward. It is rather nearer to the latter, and in lat. 3 deg. S. nearly and long. 180 deg. 30 min. E. It is not very extensive, but may be avoided by keeping in 108 deg. of long. or a little less, nearer to Billiton Island.

Point OLLEROS, on the coast of Peru, on the South Pacific Ocean, is 6 leagues to the S. E. from the Quemada Morro or Headland. Near this point Ollerós there are some rocks to leeward of the headland, almost close to the main, which look like little islands, to the leeward of which ships may go in, and anchor in a little bay under the hills. Though it is a good harbour in case of squalls from the mountains, or of strong currents setting down from the sea, it is not much frequented on account of a want of traffic. It is also 6 leagues at N. N. W. from Porto Cavallo.

Cape OLLOQUEDO, on the W. coast of Africa, is 56 leagues to the S. W. from Cape Bajador. The bay de Cavallos is to the northward of it; and round the cape is a small reef, beyond which the river Oro comes in on the S. side, in lat. 23 deg. 30 min. N.

OLLONE, is a town of Poitou on the W. coast of France, having a harbour on an island, about 11 or 12 leagues to the N. W. from Rochelle, in lat. 46 deg. 28 min. N. and long. 1 deg. 57 min. W. and has high water on full and change days at 3 o'clock. This island may be seen from the deck of a ship, when in 25 and 30 fathoms water. It is 4 or 5 leagues at N. W. by W. from the Pertuis Breton.

Barges of OLLONE, are about half a league from the main land of Poitou, and are right in the fairway from the island Dieu to the Pertuis Breton, about 7 leagues from the former. These rocks come dry at low water, and are dangerous in dark weather, though ships may sail all round them. There is anchorage before the *Sables* of OLLONE in 6, 8, or 10 fathoms water.

OLUTORA

OLUTORA River, on the E. coast of Kamtschatka peninsula, on the N. E. coast of Asia, is, except Awatka Bay, the only harbour for shipping on that side of the peninsula. It is situated in the bottom of the gulf of the same name.

OLUTORSKOI Nofs, a point or headland of the E. coast of the peninsula of Kamtschatka, on the N. E. coast of Asia, is in lat. 59 deg. 30 min. N. and long. 167 deg. 36 min. E. The variation of the compass near this part of the coast is about 14 deg. E.

OMARA River on the coast of Brazil in South America, the mouth of which is in lat. 5 deg. 0 min. S. and long. 36 deg. 0 min. W. See *Cape ROCQUE*.

OMBELD, or **HAMMEL** Hole. See **HAMMEL** Hole.

St. CMER's, a town of France, anciently called **SITHIU**, situated on the river Aa, which is very populous and carries on a considerable trade. It has a communication with the sea, by means of a navigable canal that is cut from the river of Aa to Gravelines, and is in lat. 50 deg. 45 min. N. and long. 2 deg. 15 min. E.

OMOA, on the Spanish main, at the bottom of the bay of Honduras, on the S. side, is within a gulf to the eastward of Dulce gulf, into which the river of its name comes in from the southward. The fort is on the E. side of the river, and nearly due S. from the eastern point of land, where there is a look-out, as there is also on a point farther to the E. It has a good harbour, which is open to the N. W. in which ships of any burden may ride with perfect safety. It is in lat. 15 deg. 50 min. N. and long. 89 deg. 55 min. W.

OMONVILLE Cove, on the N. coast of France, is to the eastward of Cape la Hague, and to the westward from the Race of Banne, near the W. entrance of the bay of Cherburgh. It is so called from a village of its name on the land, and faces the E.

ONATIAYO Island in the South Pacific Ocean, is in lat. 9 deg. 58 min. S. and long. 138 deg. 51 min. W.

ONE Cape, a point of land so called in the kingdom of Tellenfin in Barbary, on the coast of Africa, near the mouth of the river Mulvia.

ONEATOYA Island, in the South Pacific Ocean, is in lat. 9 deg. 58 min. S. and long. 138 deg. 51 min. W. the same with **ONATIAYO**.

ONECUTAN Island, one of the Kurile Islands so called, in the North Pacific Ocean, is to the S. of Paramoufir Island.

ONEHEOW Island, is one of the Sandwich islands, about 5 or 6 leagues to westward of Atooi island, in the North Pacific Ocean, and has been already noticed under the name of **NEEHEEHEOW**, which see. Besides what has been there mentioned, it may be observed, that it is 15 leagues in circuit, and has the small island of Oreehou, which is elevated, close to its N. side, and the island of Tahoorā at 4 or 5 leagues from its S. E. point. There is a depth of 30, 25, and 20 fathoms abreast or to the westward of the S. point of the island, at the distance of a mile from shore, over a bottom of coral sand; and anchorage at three quarters of a mile from shore to leeward, when the S. E. point of the island bears at S. 65 deg. E. distant 3 miles, and the other extrem of the island at N. by E. 2 or 3 miles distant. A peaked hill will appear inland from this situation at N. E. quarter E. and the island of Tahoorā, already mentioned, at S. 61 deg. W. distant 7 leagues. There is anchorage all along the coast of this island, and, under the apprehension of a storm from the S. ships may be moved farther from shore into 42 fathoms water. There is good landing under the W. side of the S. E. point of the island, though there is a heavy surf elsewhere; but very little water is to be procured here. The current sets N. W. and S. E. nearly 6 hours each, and the flood along the coast of this island from the N. W. It is in lat. 21 deg. 50 min. N. and long. 160 deg. 15 min. W.

ONEGA Lake, is a lake of Russian Finland, situated to the N. E. from the Ladoga Lake, with which it communicates by means of a small stream that passes from one to the other, and thus forms a connection with the city of Petersburg. It lies in lat. 61 deg. to 63 deg. N. and in long. 35 deg. E. being about 40 miles in breadth but more than 100 miles in length. A channel was made some years ago between this and the White Lake, that is to the S. E. from it; the design of which was, to form a navigation from Petersburg to Persia by means of the River Wolga and the Caspian Sea. Though such a measure appears practicable, we know not whether it has yet been carried into effect.

ONEGLIA

ONEGLIA Bay, is a bay of the gulf of Genoa, on the N. shore of the Mediterranean Sea, and on the S. W. coast of Italy. The port town of Oneglia, which stands upon it, gives name to the bay, being a large and populous place, and carrying on a considerable trade; it belongs to the king of Sardinia, and is about 17 leagues to the W. by S. from Genoa in lat. 44 deg. 0 min. N. and long. 8 deg. 2 min. E.

ONEMACK Point, is the S. W. point of the continent of North America, on the N. W. coast, and the S. limit of Bristol Bay. It is opposite to the N. E. point of Acootan island, in the direction of N. 60 deg. E. It is also 82 leagues at S. S. W. from Cape Newenham, or the N. point of that extensive bay; and in lat. 54 deg. 30 min. N. and long. 163 deg. 30 min. W.

ONESPERE River, is one of the inland rivers of North America, which falls into the great river of Mississippi. It rises on the back of the ridge of mountains which overhang the states of Carolina, Virginia, and Maryland.

O-NIMAMOU Harbour, is situated on the S. E. coast of the island of Ulietea, one of the Society Islands so named in the South Pacific Ocean. It is N. E. from Ohetuna Harbour, on the same coast; for which see OHETUNA and OACHATE.

ONION Cape, on the N. W. side of the island of Newfoundland, or E. shore of the gulf of St. Lawrence, is about 4 leagues to the W. of Quirpon Island, or the northern point of that extensive island.

ONION Sand, is a knowl so called on the beach near the Orford Nefs lights on the coast of Suffolk, to avoid which it is advised to steer out E. from the buoy of the Whiting middle ground, being a white buoy, till a ship has rounded the Nefs, and opened Dunwich land off Thorp Nefs.

ONORE, is a sea port of the peninsula of Hindostan, on the coast of Malabar, and 133 leagues to the S. by E. from Bombay, being in lat. 14 deg. 10 min. N. and long. 74 deg. 45 min. E.

ONRUST Island, or No REST, is a small island at the mouth of the harbour of Batavia in the East Indies, where the Dutch build and careen their shipping.

ONZAN Cape or Point on the coast of Brazil, is opposite to the point or cape of St. Lawrence, forming together the

points of the Laguariba River. See LAGUARIBA or LAWRENCE.

OONALASHKA Island, on the N. W. coast of America, is one of the islands of the Northern Archipelago, the natives of which have the appearance of being a very peaceable people, being much polished by the Russians, who likewise keep them in subjection. It is in lat. 53 deg. 55 min. N. and long. 166 deg. 31 min. W. On its N. side is Samganoodha harbour. The channel between this island and the land to the N. is in a direction nearly of N. W. and the flood sets in from the S. or S. E. This channel is about a mile broad, within which are soundings in from 40 to 27 fathoms water, over a bottom of sand and mud. The tide is rapid, and ships passing through must come to anchor to prevent being driven back, if the ebb overtake them; for it runs at the rate of 5 knots and a half an hour, and in some places more. With the advantage of being near the entrance of a harbour on the N. E. end of the island to the southward of the passage out of the channel, it has been found to run at this rate. See SAMGANOODHA.

OOPOA Harbour, in the island of Ulietea, in the South Pacific Ocean, before which there is an opening in the reef; it has two channels from the E. side between the reefs. The S. E. channel is the narrowest, being scarce 2 cables length wide, and has 10 fathoms in the narrowest part of it in the middle of the channel; but there is 25 fathoms without before the entrance, and 27 immediately within. This harbour is little more than a cable's length wide, and has anchorage in 22 fathoms and soft ground. It is on the easternmost point of the island, and N. W. from the small woody island of Oatara.

OOROOP Island, one of the chain of islands called Kuriles in the North Pacific Ocean, has a good harbour and deep water, and is an independent island. It is stated by the Russians to be the 18th in order, the whole being numbered to 22, besides some small ones; and is the only island which has the advantage of a harbour.

OOSHESHEER Island, is the most southerly of the Kurile Islands in the North Pacific Ocean, that is tributary to the others, the inhabitants of which do nevertheless trade to Ooroop Island.

OOSTER Hill Sand, is the innermost of the three banks which lie before the island of Schowen, on the coast of Holland, thwart of Brewer's Haven Channel. It lies close by the land, and runs into the eastward betwixt Schowen and the land of Goeree. In some places there is no more than 6 feet water over it. Ships pass to the westward of it that design to go into **BREWERS-HAVEN**, which see.

Oozy Harbour, in the straits of Maghellan, at the southern part of continent of South America. It is situated 3 miles on the N. of the N. W. point of the Second Narrow, after it is passed in coming from the E. end of the straits, and 5 miles to the southward of Pocket Harbour. Ships may safely anchor on the coast near this harbour, without standing into it, if there should be occasion to take advantage of so favourable a circumstance; but the situation of the harbour, it must be added, is such, that ships will seldom be under any necessity of anchoring there. See **POCKET HARBOUR**.

OPEN Bay, on the W. coast of the southern island of New Zealand, is to the N. E. round Cascade Point, in lat. 44 deg. 5 min. S. and to the E. of the point about 4 miles, and is open to the N. The coast from hence trends away at N. E. and N. N. E. to Cape Foulwind.

Oporto, a large and handsome town of Portugal, on the North Atlantic Ocean, near the River Douro, which forms an excellent harbour, about 10 leagues to the S. of Brague and 49 leagues to the N. from Lisbon. It is about a league to the southward of the rock Lesons, and from the N. point of the river's mouth many rocks lie off, almost thwart over the channel. To sail into the river, run in close along to the southward of the outermost rock, so near as to be within a stone's cast. On the N. shore stands a little chapel, right against the rock with a cross, and also a little white house upon the N. shore somewhat farther up, upon the river. Bring these one in the other, and run right in with them, till the ship is past the castle. There will be 17 or 18 feet water in this course on the shoalest of the bar, at half flood, and a sunken rock also will be sufficiently avoided that lies in the river's mouth, somewhat nearer to the S. shore than to the N. on which is no more than 11 or 12 feet at low water.

When a ship is within the castle, go directly towards the rock with the cross, and close along to the southward of it, so near as to reach it with a boat hook, on account of a sunken rock that lies thwart of it a little to the southward, on which there is no more than 8 feet under water. Being past this rock with the cross, run up along the middle of a channel, till a ship come thwart of a great white tower on the N. land, where there is anchorage in 4 or 5 fathoms, or she may run up before the town, where there is 3 or 4 fathoms.

It must be observed, that a little above the rock with a cross is a shoal whereon there is no more than 11 feet at low water; so that if a ship draws more, she must wait till towards the time of high water, to pass this shoal without fear or apprehension of danger. The tides rise 6 feet with an ordinary tide. It is also to be noted that on the S. side of the river a channel goes in deep to the southward of the sunken rock that lies in the river's mouth; through which the pilots sometimes bring ships in and out, being a good channel, but subject to such sudden alterations that strangers must not depend upon it.

The chief mark for sailing into this port is, to bring the Devil's House on the N. side of the harbour over the island with the cross on it; when ships, if they have a depth of 3 fathoms, will be to the northward of the sand that lies thwart of the harbour's mouth. Then steer directly towards the islands, but beware of the rocks which lie at the entrance; and keep near the middle, where there will be from 6 to 7 fathoms, till abreast of the White Tower. There is 5 and 4 fathoms on the N. shore, but between Nairagay and Villa Nova before the town is only 3 fathoms. Observe to avoid carefully a ledge of rocks on the S. shore that stretches half way across the river. The city of Oporto is 4 leagues within the bar, and on the N. shore of the river; ships that go up, make fast to great rings that are fixed in the town walls. Its lat. is 41 deg. 10 min. N. and long. 8 deg 27 min. W. and has high water on full and change days at a quarter past 3 o'clock. Aveiro is 20 leagues to the S. of Oporto; the coast being all the way a clean strand, the shore safe and bold, and no rocks or shoals or other dangers; but ships may fail

fall along in from seven to eight fathoms.

OPURURU Island, is one of the two small islands in the reef of the island of Ulitea in the South Pacific Ocean, about 3 or 4 miles to the N. W. from Oatara Island. The other of these small islands is called Tamou; and between them is a channel of a quarter of a mile wide.

ORAM, or ORAN, is a very strong town on the N. coast of Africa, or S. shore of the Mediterranean, having several forts and an excellent harbour. The town is only about a stone's cast from the sea, and it is nearly opposite to Carthage in Spain, and about 42 leagues at W. by S. from Algiers, in lat. 36 deg. 2 min. N. and long. 0 deg. 21 min. W.

ORANAI, or RANAI Island, in the North Pacific Ocean, is one of the Sandwich Islands, being about 9 miles from Mowee and Morotoi, and to the S. W. of the passage between them. The S. point of it is in lat. 20 deg. 46 min. N. and long. 156 deg. 52 min. W.

ORANGE's Key, one of the Bahama Islands so called in the West Indies, being in lat. 24 deg. 28 min. N. and long. 79 deg. 37 min. W.

ORANGE Bay, on the coast of Newfoundland, is in lat. 50 deg. 34 min. N. and long. 56 deg. 27 min. W.

ORANGE Bay, on the N. E. coast of the island of Jamaica in the West Indies, is at E. N. E. from the high mountain a little within land, under which is Crawford's Town. Savannah Point and Swift's River are contiguous to it on the E. and Buff Bay and River, and Spanish River, on the W.

ORANGE Bay, at the N. W. end of the Island of Jamaica in the West Indies, is between Green Island on the N. and North Negril Harbour on the S. or S. W.

ORANGE Cape, on the coast of Surinam, is the E. point of the Oyapok River, from whence the coast trends nearly to the S. to Cassipour, and towards the North Cape. Its lat. is about 4 deg. 20 min. N. and long. 50 deg. 50 min. W. and it is nearly in the direction of S. E. from Cayenne Island.

ORANGE Island, one of the Bashee Islands so called in the Eastern Indian Ocean, situated between Formosa Island and Luconia. It is about 8 leagues

long and 2 broad, but is uninhabited, or at least was so a few years ago.

ORANGE Key or Cay, is a small island so called in Orange Bay, at the N. W. end of the island of Jamaica in the West Indies, for which see ORANGE Bay.

ORANMERE Island, on the W. coast of Ireland, nearly due N. from Slune Head, and within the point of land on the southward of Dog's Head and Longcoran, being in lat. 53 deg. 24 min. N. and long. 10 deg. 40 min. W.

ORBITELLO, on the coast of Italy, is at N. N. W. from Civita Vecchia, and on a point of land, projecting westward, on the N. side of the causeway or isthmus, which on the south side forms Porto de Hercule. A long and narrow island lies before it at the bottom of a bay, which comes in from the N. W. and is formed to the E. N. E. by the main land of Italy, and on the W. S. W. by the peninsula to the westward of the isthmus. It is situated on a lake communicating with the sea, and has a good harbour, about 18 leagues to the N. W. from Rome, and in lat. 42 deg. 34 min. N. and long. 12 deg. 16 min. E.

ORCHILLA Island, is one of the Leeward Islands so called in the West Indies, situated near the continent or coast of Terra Firma in South America, in lat. 11 deg. 52 min. N. and long. 65 deg. 15 min. W. It is between the islands of Tortugas and Roca, being 15 or 16 leagues at N. W. from the former, and 6 or 7 leagues only at E. and E. by N. from Roca. The island is about 8 leagues in length from N. W. to S. E. but the N. side is foul and rocky; and though it is generally a low and flat island, the E. side is a little hilly. Here the seamen go on shore to hunt goats for fresh provisions, of which they are generally in great want on these coasts. On the S. and S. S. W. the strand is fair, but steep and bold, so that a ship may lay her broadside close to the shore. The land is almost all saltish, so that there is no good water to be procured, nor indeed any thing else but shelter from northerly winds, and goats flesh; as there is not a plant or tree on the island, and no trade. It is divided into several small islands, the largest of which is almost all low land, and in the form of

E c

a crescent

a crescent or half moon; these are separated from each other by very shallow canals.

ORD Cape, is a promontory of the *Shire* of Caithness in Scotland, which terminates the vast ridge of hills that bound that country.

ORDADA Rock, on the W. coast of South America, on the South Pacific Ocean, near the coast of Peru, is to the eastward of the Hunchbacked Rock that is 4 miles at S. by E. from Port Callao. Near it are some smaller ones, and about them is from 9 to 16 fathoms water.

ORDUNNA, in Spain, is 9 leagues to the S. W. from Bilbao, with a good harbour, situated in a delightful valley, and surrounded with high mountains, in lat. 43 deg. 20 min. N. and long. 3 deg. 32 min. W.

OREAHOU, or **OREEHOU Island**, is a small and elevated island close to the N. side of the island of Ooneheow, one of the Sandwich islands in the North Pacific Ocean, with which it is connected by a reef of coral rocks, and is in lat. 22 deg. 2 min. N. and long. 160 deg. 8 min. W. It contains about 4000 inhabitants.

OREBRO, is an old inland town of Nericia in Sweden, situated on the lake of Hiellmar. It has a castle which is entirely surrounded with water, and a harbour from which there is a communication by water to Stockholm, by means of the river and canal of Arboga. It is about 23 leagues to the W. of Stockholm, and in lat. 59 deg. 25 min. N. and long. 14 deg. 56 min. E.

OREDUS, or **DORODUS River**, on the W. coast of Africa. See *Cape NON*.

OREEHOUA Island. See *OREAHOU Island*.

OREGRUND, is a sea port of Sweden, on the coast of Upland, and in the gulf of Bothnia, opposite to the small island of Ginson, which is 60 miles to the N. of Stockholm, and in lat. 60 deg. 20 min. N. and long. 18 deg. 15 min. E.

ORESAND. See *POLEVOOT*.

ORFORD, a town of Suffolk, near the sea, had formerly a good harbour, till the sea retired from it, which it has done for many years. There are still some ruins of its castle, and of a nunnery near the quay, the towers of the castle still serving as a sea mark for coasting and other vessels. The situa-

tion of the town is pointed out by the name, which is derived from Ore the name of the river, and Ford, near its mouth. In the year 1359 it was a place of considerable importance, and sent 3 ships and 62 men to the siege of Calais.

Cape ORFORD, the N. westernmost point of the large island to the westward of Falkland's Sound, in the Falkland's Islands, in the South Atlantic Ocean, and to the S. E. from Cape Percival.

Cape ORFORD, is the S. E. cape of the island of New Britain in the Eastern Indian Ocean, or South Pacific, in lat. 5 deg. 34 min. S. and long. 151 deg. 34 min. E. The coast from hence one way is to the S. W. and the other forms a circular bay to Cape Buller, nearly due N. from this Cape.

ORFORD Ness, on the coast of Suffolk, which is in lat. 52 deg. 17 min. N. and long. 1 deg. 6 min. E. and has high water on full and change days a quarter before 10 o'clock, has a light-house for the direction of ships along the coast, and on its S. W. side is a shelter for ships from the effects of a N. E. wind, when that wind sets in hard upon the shore. It lies about 4 leagues to the N. half E. from the Long Sand Head, having 13 or 14 fathoms in the fairway, until the lights bear N. N. W. half W. or N. W. half N. or till Orford church and castle, to avoid the E. end of the Sheepwash, or Bawdsey Sand, come at N. W. when the Ness will be about 3 leagues distant. It is also a mark for the E. end of the Bawdsey Sand, when the lights will be at N. N. W. half W. 7 or 8 miles distant, and the castle a point more westerly. For the N. end of Bawdsey Sand, the marks are to bring Orford castle at N. by W. half W. and the light-houses at N. half E. The N. end of the Whiting Sand also lies at S. by W. or S. S. W. from the light-house on the Ness. See *WHITING*.

To sail from the Ness within Yarmouth Sands and out by Winterton Ness, first steer N. and N. by E. and borrow on the shore in 6 or 7 fathoms, till a ship is at midway between Aldborough and Dunwich; then give the shore a greater birth, and come no nearer than 5 or 6 fathoms, and so borrow on the shore till it comes between Southwold and Covehith. To sail southward from the roads, keep the shore on board till

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will thwart of the lights of Orford Ness, supposing the wind to be at N. W. by N. with an ebb tide; when it will be proper to steer out to sea at S. S. E. into 18 or 20 fathoms, and then S. into 30 fathoms, continuing by that depth to go on at S. W. for the North Foreland, which by these courses cannot be missed.

ORFORD Ness, is the N. W. limit of Shelburne Bay on the N. E. coast of New Holland in the South Pacific Ocean; and it also forms the S. S. E. boundary of Newcastle Bay.

L'ORIENT, is a harbour on the W. coast of France, situated at the bottom of the bay of St. Louis, and about 2 miles above the port of St. Louis, which is on the starboard as ships enter the river. On the larboard side is a half-moon battery, and an island with some houses and a battery in the middle of the river. This harbour can receive but a small number of men of war; it is in lat. 47 deg. 46 min. N. and long. 3 deg. 20 min. W.

ORIENTAL Islands, a general name for the islands of the Eastern Indian Ocean, to the S. and S. E. from China, including the Philippines, Celebes, Moluccas, Bandas, and other islands of that Ocean.

ORIENTAL Ocean. See the Introduction, and under the article OCEAN.

ORINOKO River, a very large river of South America, which runs through a vast extent of country, in a somewhat serpentine form, but generally in the direction of N. E. reciving a great number of large rivers in its progress, before it falls into the North Atlantic Ocean, in the lat. of 8 deg. 25 min. N. and long. 60 deg. 45 min. W. For a more particular account, see ORONOKO, ORONOQUE.

ORISTAGNI, or ORISTAN Bay and Gulf, is on the W. coast of the island of Sardinia in the Mediterranean Sea, and is large and commodious, consisting of several branches, and has the river of Sacer falling into it from the centre of the island. It is well sheltered from most winds by a point of land from the N. part of the coast, which renders the entrance narrower than the bay within the point. The port town of the same name is on the E. side or bottom of the bay, in lat. 39 deg. 55 min. N. and long. 8 deg. 58 min. E.

ORIO River, on the N. coast of Spain,

is about 4 leagues at W. by N. from St. Sebastian, and about 1 league to the eastward of Saragous.

ORISTAN. See ORISTAGNI.

ORKNEY Islands, to the northward of Scotland, are in lat. from 58 deg. 44 min. to 59 deg. 24 min. N. and between long. 2 deg. 11 min. and 3 deg. 23 min. W. having high water on full and change days at 3 o'clock, and are said to contain 26 inhabited islands, besides many others called Holms that are only used for pasturage. They are separated from the N. coast of Caithness in Scotland by the Pentland Frith, a strait of only 4 leagues in breadth. Throughout the whole of these islands, the tides are extremely swift and violent, which perhaps may be occasioned by the narrowness of the passages or channels; so that when all the rest of the sea is smooth, these tides roll with vehement billows, and run so impetuously as to produce a contrary motion in the sea adjoining to the land. This is called by the inhabitants Easter Birth, or Wester Birth, according to its course. After such an account of the violence of the tides at these islands, it would seem incredible, if it were not fully attested, that there should be any communication with the neighbouring islands; but it is certain, that the inhabitants almost daily sail from island to island in small boats called yoals, and meet with but few accidents, in comparison to the danger. In some places the currents run like the torrents of rapid rivers, and in other places there are smooth spots on the water's surface, surrounded with very rough billows. There are several whirlpools in the Frith, called the Wells of Swinna, some of which are on the E. side, and others on the W. side of the island so named; and are most dangerous in a calm, yet may so far be quieted, by throwing in a barrel or some other bulky matter, that, though capable of swallowing a boat, they may by that means be safely passed over. There are others of the same nature about the island of Tiftala. The Swalchic of Stroms, at the N. end of the island so named, is also very dangerous; and at its S. side is another dangerous place called the Merry Men of May, from the name of a gentleman's seat in Caithness, to which it is opposite, being so called from their extraordinary agitation and dancing motion.

The climate of these islands is far from being agreeable; for the weather is cold and moist, the winter rainy, with but little frost and snow, and the wind will sometimes blow very boisterously, and the rain come down in torrents rather than drops. In the year 1680, it has been recorded as a matter of a very unusual and extraordinary nature, that, after a violent thunder-storm, pieces of ice fell there of near a foot in thickness.

Cape d'ORLANDO, in the island of Sicily, in the Mediterranean Sea, and on the N. coast, is at N. N. W. from Mount *Ætna* or *Gibelle*, from whence the coast falls off to the S. W. so as to form a large bay, of which *Cape Cefalu* may be deemed the W. point. It is to the W. from the projecting peninsula of *Milafo*, that lies to the N. E. of *Ætna*. The town of *Parti* lies between them, from which it is distant 5 leagues.

ORLEANS Island, in the river of *St. Lawrence*, is at a small distance below *Quebec*, and lies in the middle of the river, though the channel is upon the S. side of the island, the N. side not having depth of water when the tide is out even for shallows. In crossing to this channel, ships should be cautious of loose sands, as ships of great burden, except at the top of high water, will not have a sufficient depth. The S. W. end of the island is called *Point Orleans*, and the coast is rocky for a mile and a half within the S. channel, when there is a careening place for merchant ships. Round *Point Levi*, and along the S. E. side of the river, the shore is rocky, and groups of rocks are found at a distance from shore on the N. side of the basin, but the middle of the basin is entirely free. Round the point of *Orleans*, on the S. side of the N. channel, it is also rocky for some distance from the shore of the island.

New ORLEANS, is a very considerable town of North America, situated between the eastern shore of the River *Mississippi* and the *Fish River*, about 24 leagues from the sea, in lat. 30 deg. 0 min. N. and long. 90 deg. 0 min. W. It is placed on an island, and is surrounded by a rich and fertile soil, and in an excellent climate.

ORLEANS Point, the S. W. end of the island of *Orleans*, in the river of

St. Lawrence, for which see *ORLEANS Island*.

ORLOGENESS Point, on the N. E. coast of *Lapland*, is 11 leagues at S. S. E. and S. by E. from *Lombascho*, having a clean and steep coast between them, but no road to anchor in. A stone reef runs out from the point about a gun-shot into the sea, which is so shallow that a great part of it comes dry at low water. Care must be taken to keep without it to the southward. This point is known to seamen by the name of the *Three Islands*, two of which are about 2 leagues and a half to the southward of the Neck, and the third about 2 leagues and a half to the southward of these. The River *Ponnoy* is about half a league to the southward of the last island. The sand called *Knock John*, which is very rough and stony, lies off this part of the coast in mid-channel, and comes dry at low water; the worst part of which extends from about 7 leagues to the northward of *Orlogeness* to about 9 leagues to the southward of it, or about 16 leagues, though the whole shoal extends for 30 leagues. The channel between this sand and the main to the westward is about 4 leagues broad; the tides of which are very strong, and rise and fall on full and change days 18 feet.

Little ORMSHEAD, without the *Menai Straits* on the coast of *Wales*, on the N. coast of *Denbighshire*, is the extreme W. point of a large bay, of which the W. point of the River *Dee* forms the other limit. It is to the eastward of the *Conway Frith*, on the W. point of which is *ORMSHEAD Point*, or *Great Ormshead*, within *Priestholm Island*, on the N. E. point of the island of *Anglesea*. It is a mark for sailing into the River *Dee* over *Chester Bar*, and directions have been given under *Conway* or *Aberconway* to sail round *Great Ormshead*. See *CHESTER* and *CONWAY*, or *ABERCONWAY*.

ORMSHEAD Point, or *Great ORMSHEAD*. See *LITTLE ORMSHEAD*. It is a steep precipice over the sea, and can be seen to a great distance, so that it is a good mark for approaching the coast from different directions, and sailing away to any of the ports on either hand.

ORMUS Gulf, is a name which is sometimes given to the entrance of the gulf of *Persia*, in the *Indian Ocean*, in which

which is situated the island of Ormus, in lat. 27 deg. 5 min. N. and long. 56 deg. 25 min. E.

ORMUS Island, at the entrance of the Persian Gulf in Asia, is opposite to Gombron, and about 30 miles in circuit. It is one entire barren rock, and its surface is covered with a solid crust of salt of 2 inches deep, so that its hills appear at a distance as if covered with snow. It has not a single drop of fresh water upon it, but what falls in rain, which is carefully collected by every possible means, and preserved in cisterns. This island is 80 leagues to the S. E. from Schiras, and 123 leagues in the same direction from Ispahan, and is in lat. 27 deg. 30 min. N. and long. 55 deg. 17 min. E. It has a harbour, which is formed by two points of land jutting out, on one of which stands a castle, and on the other a church; but it is too much exposed to easterly winds, though now little frequented, and vessels are liable to be driven on shore. It is the key of the gulf of Persia, on account of its commodious harbour, and is but about a league and a half to the N. E. from Larack Island, but there is a safe channel between them, only taking care to give a birth to the point of Ormus at the S. W. because it is shoal for about 2 miles off, and steep too, having not full 3 fathoms upon it, but 10 fathoms within two cables length of it. The passage between the island of Ormus and the main, however, is generally deemed preferable, in from 5 to 7 fathoms.

Cape del Oro, or *Olerada*, on the W. coast of Africa, is in lat. 23 deg. 30 min N. being just under the tropic of Cancer, and in long. 14 deg. 31 min. W.

ORO River, on the W. coast of Africa. See *Cape OLLOGUEDO*.

ORODADA Pena, on the coast of Peru, on the W. side of South America, and on the South Pacific Ocean, is due N. 2 leagues from Lobos de Payta, and 2 leagues at S. by W. from Payta.

ORONOKO or ORONOQUE River, is one of the largest rivers in S. America, and is remarkable for its rising and falling once a year only; for it gradually rises during the space of 5 months, and then remains one month stationary, after which it falls for 5 months and in that state continues for one month also. We have been informed that once in 25 years it rises 2 feet higher than at any

other time; but we are rather inclined to suppose that this difference may be owing to some accidental circumstance, and not to be attributed to any periodical cause. The annual swell of this river is caused by the rains which constantly fall in the mountains of the Andes every year about the month of April; and though the height of the flood depends much upon the breadth or extent of the bed of the river, as must naturally be expected, it may not be improper to note, that in one part, where it is narrowest, it rises to the astonishing height of 120 feet. This seems to increase our doubts of the observation, respecting the difference of 2 feet in a revolution of 20 years, as too trivial to admit of a serious remark.

The mouth of the river is S. by E. from the gulf of Paria, in lat. 8 deg. 30 min. N. and long. 59 deg. 50 min. W. and opposite to the island of Trinidad or Trinity; which is large and navigable, and has many good towns, on its banks, that are chiefly Spanish settlements, and is joined also on the E. side by the Lake Casipa. Besides the island of Trinidad, this river has two other islands at its mouth; the entrance to which also is somewhat dangerous, as there is frequently a dreadful conflict between the tide of the ocean and the current of the river, that must, for the reasons assigned, sometimes run very rapidly. It is stated that this river takes a course, including its windings, of 1380 miles.

Having hitherto spoke of this river as having only one mouth, we may now likewise consider it as having many mouths, which are formed by the islands that lie before its opening towards the ocean; yet we can only notice two that are of any use for the purposes of navigation. These are the channels of Sabarima and Corobana, otherwise called Caribbiana, the latter of which lies in at S. by W. and is also divided into two distinct channels that afterwards meet again at the island of Trinidad in the mouth of the grand river. But pilots pretend to say, that the mouth of this river takes its beginning from the River Amugora, reaching from thence to the River Sabarima, and from thence about to the River Carabbiana; and it is in this manner to be accounted for, that its various branches

branches within the country come down into the sea, as if it were a collection of many rivers, all uniting in the mouth of the great river, and assisting to convey the main stream of that river into the ocean. Some of these channels, it must be observed, are passable only by warping up against the current which is very strong by main force; and in others it is so fierce, that there is no stemming its rapidity, and some have no bottom, so that they deny the assistance of carrying out anchors to warp by.

The W. passage or channel of the river Oronoko, called by the Spaniards the gulf of Paria, lies between Cape Salinas on the main and the N. W. point of the island of Trinidad. It contains several islands, which divide the stream of the river into several branches, particularly the Great Boco or Mouth, which is the easternmost, being about gun-shot wide, but having no soundings with 300 fathoms; and the Little Boco or Mouth, which is the westernmost, being almost as wide as the other, and having ground at from 50 to 60 fathoms.

Little ORONOKO. See MOCOMOCO.

ORONSA Island, one of the Hebrides, or western island of Scotland, about 7 miles to the W. of Jura, which is very fertile. It contains the ruins of an abbey, with many sepulchral monuments, and some curious ancient sculpture.

OROPESA Cape, on the N. W. shore of the Mediterranean Sea, is on the coast of Spain, about 9 leagues to the N. N. E. from Monoedra, to the westward of which there is a very good road, secure from a Levanter. It is known by a round tower or castle on the very point, and a high hill a little from it on the W. side. Peníscola is 5 leagues to the N. E. of it. The lat. of this cape is 39 deg. 56 min. N. and long. 0 deg. 20 min. W.

OROTAVA, in the island of Teneriffe, one of the Canary Islands in the North Atlantic Ocean, is in lat. 28 deg. 23 min. N. and long. 16 deg. 24 min. W.

ORPHANS Bank, a fishing bank so called off the S. E. point of Chaleurs Bay on the coast of Nova Scotia in North America, having from 75 to 30 fathoms water upon it.

ORRIACK Rock, is a large rock on the coast of Norway, about 2 or 3 leagues to the northward of Kyn, which makes at sea like a round hill, and

about 4 leagues to the southward of the S. point of Stadland. Between these goes in a great sound, by which ships may sail to Bergen one way, and to Scuteness the other way, and all within land. At the entrance of this sound, a little within the S. point of the headland, is a small bay thwart of a beacon, where ships may come to an anchor and be sheltered from all winds but those from the southward.

Cape ORSUI, on the E. coast of Africa, is to the southward of Cape Guardafui, in lat. 10 deg. 25 min. N. and long. 52 deg. 5 min. E.

ORTEGAL Cape, is a noted promontory of Galicia in Spain, and the most northern headland of that kingdom, about 11 or 12 leagues to the N. E. from Ferrol, and in lat. 43 deg. 46 min. N. and long. 7 deg. 39 min. W. It is also W. by N. and W. N. W. about 9 leagues from the island of St. Cyprian, and 5 or 6 leagues at N. W. by W. from St. Marcus. In coming to this cape from the eastward, it will be readily known by the castle which stands against the high land about a league to the N. N. W. into the sea. Ships may lie landlocked to the E. of it against N. W. and from thence to the W. and S. winds, the best road being thwart of the castle, in 8 or 9 fathoms water. A great range of rocks lies off from the cape, but there is a good channel between the rocks and the cape in 10 fathoms. Cape Prior is 10 leagues to the S. W. from it.

ORTONNA, on the N. E. coast of Italy, is situated on the gulf of Venice in the Mediterranean, between Termini and Ancona, but nearer to the former. Before it is an inlet of the ocean, forming a small bay, and on its S. side is a river. It is in lat. 42 deg. 19 min. N. and long. 14 deg. 37 min. E.

ORUBA Island, near the coast of the Spanish main in the West Indian Ocean, on that part called Terra Firma, is in lat. 12 deg. 3 min. N. and long. 69 deg. 3 min. W.

ORWELL Haven, which maybe deemed a bay of the British Ocean, is at the confluence of the Rivers Orwell and Stour, between the S. E. point of the coast of Suffolk, and the N. E. point of the coast of Essex. Harwich stands on the S. side of it, as Landguard fort does on the N. side.

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the centre of the county of Suffolk, directs its course to the S. E. and passes by Ipswich; it then pushes on for the German or British Ocean, into which it discharges itself between Harwich and Landguard fort, where it unites with the River Stour, just before it loses itself in the ocean; ships of burden go up this river to Ipswich.

OSACCA, or OSACA Bay, is a bay of the North Pacific Ocean, near the N. E. part of China, on the S. side of the island of Nippon, which is the largest of the islands of Japan, and usually called the island of Japan. It takes its name from the port town so called, that stands on this bay. Here they proclaim the hours of the night by the sound of different instruments of music. It is a place of considerable trade, and about 100 leagues to the S. W. from Jeddo, the capital of the island, in lat. 35 deg. 50 min. N. and long 134 deg. E.

OSERA Island, is an island of the Adriatic Sea or gulf of Venice in the Mediterranean, which is separated from Cherso only by a narrow channel, and is in lat. 45 deg. 10 min. N. and long. 15 deg. 30 min. E. See OSSERO.

OSEY Island, is an island of Blackwater Bay, near Malden in Essex, which at certain seasons of the year, is so covered with wild fowl that many people come to it from London for the pleasure of shooting them. The coal ships for Malden unload their cargoes here.

OSNABURGH Island, is a small island of the South Pacific Ocean, only about 4 miles in circuit, situated in lat. 17 deg. 52 min. S. and long. 148 deg. 6 min. W. At this island the variation in 1767 was 7 deg. 10 min. E. Another account states that the variation was only 6 deg. E. at that time. It is high land, and full of cocoa trees, which is a sure indication of water; but it has no anchoring place, and there is scarce a landing place for a boat. When it is brought to bear at N. 64 deg. W. about 5 leagues distant, it appears very much like the Mewstone at Plymouth, but larger, or perhaps like a high crowned hat; but when it is brought at N. it appears like the roof of a house. This was discovered by Captain Wallis, and must be distinguished from another of the same name, which was seen by Captain Carteret. It lies at W. by

S. 44 leagues from Chain Island, and is called Maitea by the natives.

OSNABURGH Island of Captain Carteret, is in lat. 22 deg. S. and long. 141 deg. 34 min. W.

OSSERO Island or OSERA Island, by which name it has been already mentioned, has the Island Sanfigo at its S. end, between it and Long Island, where there is an excellent road for ships, with clean ground, in any depth, and secure from all winds. There is indeed a foul bank that lies N. W. from the island, distant somewhat less than a league; but there is water enough over it, and the only danger is that the anchor may be lost if ships attempt to ride there. But it is all clean and good ground both within and without it. Within the island of Ossero is a haven called Monigo, where there is a good road as to the winds, but it has foul ground.

OSTEND, is a city of Flanders, and a sea port, being situated amongst canals in a marshy ground, and almost surrounded by two of the principal ones. The largest vessels can enter these canals with the tide. It is destitute of fresh water, which they are obliged to fetch in boats from Bruges, at the distance of 14 miles. It is 2 leagues and a half or 3 leagues at N. E. easterly from Nieuport; and as the sands here frequently shift, and render the channels very uncertain, pilots are necessary to carry ships in. But the road is good and very safe for ships to lie in, until the pilots come on board. There is but 6 feet water upon the bar, and only 21 feet at high water, or very little more; but the greatest ships may ride afloat at low water within the harbour, and attempts have been made within the recollection of persons lately living to deepen the entrance. It is 5 leagues and a half at N. E. by E. from hence to Sluys, not including the entrance into Sluys. Wenduyn, which has a high spire, is 2 leagues to the eastward of Ostend. It is in lat. 51 deg. 14 min. N. and long 2 deg. 56 min. E. and has high water on the days of full and change at 12 o'clock.

OSTIA, is an ancient town of Italy, situated at the mouth of the River Tiber, about 12 miles to the S. W. from Rome. Its harbour is now choaked up. It is situated in lat. 41 deg. 44 min. N. and long. 12 deg. 24 min. E.

OSTRA-

OSTRAFORD Rocks, on the coast of Norway, are certain rocks that are rendered dangerous, being not far from the shore, from the numerous eddies of the sea which they occasion; to avoid which as well as the Maelfroom, ships would do well to keep out for 8 or 10 leagues to sea, by which they will sail clear, and free from all risques of that nature.

OTAHU Island, one of the Society Islands so called in the South Pacific Ocean, has two good harbours, one on the E. and another on the W. side, named Ohamene and Oherurua, both of which have been noted. The island is about 4 leagues at S. E. by E. from Bolarabola, and the channel between them is broad. It has two small islands, named Toahoutu and Whennuaia, on the E. side, about a mile from shore, and to the northward of the S. end of the main island, between which is a channel into a very good harbour within the reef, in from 25 to 16 fathoms, and clear ground, or that of Ohamene. It is to the N. of Ulitea, from which it is divided by a strait that, where narrowest, is not more than two miles broad, being smaller and more barren than Ulitea. The N. end of this island is in lat. 16 deg. 33 min. S. and long. 151 deg. 20 min. W.

OTAHUITE Island, one of the Society Islands so called, in the South Pacific Ocean, in lat. 18 deg. S. and long. 150 deg. W. This island was first discovered in 1767 by Captain Wallis, to which he gave the name of King George the Third's Island; it was visited the following year by Mons. Bougainville, the French circumnavigator; Captain Cook was there in 1769 to observe the transit of Venus, and visited it also in his second and third voyages. Some Spanish ships have also been there. The island consists of two peninsulas, which are connected by a narrow isthmus near the middle; and a great part of it is covered with woods and forests, consisting partly of bread-fruit trees, palms, cocoa-nut trees, plantains, bananas, mulberries, sugar canes, and others peculiar to the climate, particularly a kind of ananas or pine apples, casuarinas, and dragon trees. This island is level towards the sea, but begins to rise about 3 miles within into lofty hills, which are full of wood, and terminate in peaks, from whence

there fall some large rivers. The island is also skirted by a reef of rocks, but has several openings into deep water. Breakers run off to a great distance from the S. part of the island. When the extremes of the island bear from E. S. E. to N. W. by W. about a mile from the shore, there is anchorage in 17 fathoms over a clear sandy bottom, opposite to a run of water; but if the wind blows along the shore, as it frequently does, a great surf is raised thereby on the side of a vessel there, as well as on the beach. There is clear ground in 5 fathoms within a quarter of a mile of the shore, and 4 fathoms with sandy ground at two cables length from shore. Port Royal Harbour is to leeward, off the S. point of which, at the extremity of the bay, is a reef which runs half a league westward. See PORT ROYAL HARBOUR. The island lies between 17 deg. 30 min. and 48 min. of S. lat. and from 149 deg. 15 min. to 150 deg. of W. long. and in 1767 had an easterly variation of 6 deg. at the S. E. end, and of 5 deg. 30 min. at the N. W. end. But Captain Cook in 1769 found it no more than 4 deg. 46 min. E.

There is no trade at this island; and from its fertility, sheep, goats, horned cattle, European garden stuff, and other vegetables, might be transported to it to good purpose, as a supply of refreshment for ships that may hereafter pass through those seas. The heat is far from being troublesome, though it is situated between the tropics; neither do the winds always blow from the E. but, sometimes from the S. W. for 2 or 3 days, and sometimes, though very seldom, from the N. W. It is to be observed, that the S. W. winds prevail in October, November, and December, and that when the winds are variable, there is a swell from the S. W. or W. S. W. as there is when it is calm, with a clouded atmosphere, which last is a sure indication that the winds are variable or westerly out at sea. The weather is on the contrary, always clear with the settled trade wind. It must be farther remarked, that this wind does not extend farther than to 20 deg. S. and but very faintly for some distance within the limits; and the wind is usually from the westward, when a ship gets to the southward of this limit. The tides do not swell more than 10 or 12 fathoms, and it

is high water about 12 o'clock or till about 40 minutes past 12 on full and change days.

OTAKOOTAI^A Island, is a small island of the South Pacific Ocean, about 4 leagues only from Wateoo, and only about 3 miles in circuit. It affords some cocoa nuts, but produces no water, and is in lat. 19 deg. 15 min. S. and long. 158 deg. 23 min. W.

OTCHIER Bay, on the N. coast of S. America, is to the westward of the river or creek, called Urano, but it contains no good anchoring ground. Cape Caldero is to the W. of it, on the E. side of which is a bay with a tolerable road.

OTEAVANOOA Harbour, is a large and spacious bay on the S. W. coast of the island of Bolabola, one of the Society Islands, in the South Pacific Ocean. In the entrance to it the bottom is rocky, the channel being about one-third of a mile broad, but good within, and having a depth of from 25 to 27 fathoms. To turn into it, we shall advise those who may come here to wait until the tide is favourable. It is a very proper place for receiving ships. The entrance to this harbour is the only place round the island that is not surrounded with a reef. It goes in between two islands, that to the N. W. having some rocks extending from it into the passage, and is in lat. 16 deg. 30 min. S. and long. 151 deg. 43 min. W.

OTGENSHOLM, on the island of Dageroort, in the Baltic Sea, is 7 leagues at E. by N. from Syburg Nels.

OTOQUE Island, on the North Pacific Ocean, or W. coast of New Mexico, situated in the bay of Panama, about 17 leagues to the S. of the city of that name, from whence it is supplied with provisions. It is one of the islands which lie in the fair-way from Panama to Point Nata or Point Chame, the W. point of the mouth of the bay. It is in lat. 7 deg. 50 min. N. and long. 81 deg. 10 min. W. and is 2 leagues from hence to the island of Iguanas.

OTRANTO, is a city of the kingdom of Naples, having a commodious harbour, on the gulf of Venice, about 20 leagues to the S. E. of Tarentum, in lat. 40 deg. 20 min. N. and long. 17 deg. 35 min. E.

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Cape OTRANTO, on the coast of Italy in the Mediterranean, is the most easterly point of the heel of Italy, at the very limit of the Adriatic Sea, or gulf of Venice, and about N. by E. from Cape St. Mary, or the northern point of the gulf of Tarentum.

OTTER Bay, on the S. coast of the island of Newfoundland, is between Bear Bay and Swift Bay, and near to Cape Raye, the S. W. point of the island; and will be known by its westerly situation with respect to Bear Bay, which is very deep.

OUABACH River, in North America, otherwise called Jeremy's River, comes from the N. E. and is one of those which contribute their streams to the great River Mississippi, and rises not far from the lake Erie.

OUAIS's Bay and River, are about 2 leagues round the N. point of the island of Cape Breton, in the gulf of St. Lawrence, and at S. S. W. from the island of Limbach.

OVAL Bay, on the N. E. side of the large island of Borneo in the eastern Indian Ocean, is to the southward of the islands of St. Clair, and within the island of St. John which lies off it. Cape of Bad Luck is to the northward of it on the main. This bay is in lat. 4 deg. 40 min. N. and long. 118 deg. E. and is extensive and spacious.

St. OVEN's Bay, in the island of Jersey, in the English Channel, is at the W. end of the island nearly, and open to the mouth of the British Channel, being exposed to the violence of the westerly winds and the rage of the sea. That end of the island is now bounded by a high and steep bluff or cliff; and it seems extremely probable that the sea has made large encroachments upon it in that part, and devoured many acres of lower land. In a strong westerly wind, high as the cliff now is, it is not possible to stand upon the descent towards the sea, and face a storm, so cutting and severe is the drift of the sands.

OVERFALLS, in the Wells on the coast of Norfolk, to the northward of Winterton Ness, not far from Blakeney, when it bears at S. S. W. and S. W. by S. They have not more than 13 or 14 feet water upon them, and are very short knows; and supposed to be sands grown up about some vessels which were sunk there

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there on their way from Newcastle, in Queen Elizabeth's time. See **WELLS**.

OVERFLACKE Island, in Holland, is situated at the mouth of the Maese, the principal town of which is Meliland.

Cape OVERT, or **ALCADRE**. See **ALCADRE**.

OUessant Island. See **Ushant**.

L'Ovo Rock, or the **EGG**, is a large rock not far from the island of Serigo, near the entrance to the Archipelago, about a league from the S. W. of the island in the direction of S. S. W. but it is above water, and therefore may be avoided.

OURATURE Island, is one of the small islands at the N. W. point of Ceylon Island in the East Indies, which is separated from Caradiva only by a river.

OURO, or **GOLDEN** River, on the W. coast of Africa, falls into the North Atlantic Ocean, in the direction of S. W. within a peninsula, to the southward of Cavallos Bay, in the lat. of 24 deg. N. and long. 15 deg. W.

OURRY's Island, otherwise called **New Alderney**, is one of the **Queen Charlotte's** Islands in the South Pacific Ocean, and is situated to the E. from **Lord Edgcomb's** Island, or **New Sark**. It extends about 8 miles from S. W. to N. E. and is 4 in breadth; and the middle of the island is in lat. 11 deg. 10 min. S. and long. 164 deg. 53 min. E. The variation observed here is 11 deg. 15 min. E.

OURS Port, in the island of Sardinia, is at the N. end within the island of Magdelene, and about S. E. from **St. Boniface** at the S. end of the island of Corsica in the Mediterranean.

OUSE River, a very common name of rivers in England, some of which it will fall under our province to mention.

OUSE River; a river of Yorkshire, which, after passing the city of York, whither it is navigable for large vessels, and for barges, as far as Boroughbridge, where it has the name of **Ure**, falls into the Humber below the town of Howden, after the Wharf, Derwent, Air, and Trent, have successively contributed their large portions of water to swell and enlarge it.

OUSE River, is a river which falls into **Lynn Bay** on the coast of Norfolk,

after running through the greatest part of Buckinghamshire, and passing through Bedfordshire, Huntingdonshire, Cambridgeshire, and part of Norfolk. There are many good towns on and near its banks, to which it is of the utmost importance, as it is navigable for boats and barges, as far as to the town of Bedford.

OUSE River, in Sussex, which, after passing the town of Lewes, enters the sea near Seaford, and forms the harbour of Newhaven.

OUTER Rib Sand, otherwise called **Watterib**, for which see **WITTERIB**.

OUTER Rocks, or **OUTWEERS**, a range of rocks so called, about 11 leagues to the northward of Jelleford on the coast of Norway, which shoots out into the sea to the distance of 3 or 4 leagues, and about 4 leagues and a half to the southward of the island called the Old, which is about 3 leagues from shore. The harbour of Southford goes in between these rocks and the island. See **SOUTHFORD**.

OUTLOOKERS, on the coast of Sweden, in the Baltic, are certain rocks so called, situated to the N. of the island, which is S. E. from Hanno, and called the **Rock**. They are also sometimes named **OUTLYERS** or **UTKLIPPERS**; and though they are not so craggy as the **Rock**, they are much larger, and many of them together. There are 2 or 3 other rocks to the seaward, but to the land side they are almost all rocks quite to the main, so that there is no sailing within them. Between these rocks and the S. end of the island of Oeland goes in the channel of **Calmar**.

OUTTAUAI'S River, is a navigable river of Canada, in North America, so named, which falls into the river **St. Lawrence** at **Montreal**.

OUVRE Poel, is a rock so called in the Mediterranean, on the coast of Africa, in lat. 35 deg. 45 min. N. and long. 16 deg. 31 min. E.

OYATOISKA Bay or River, on the coast of **Esquimaux**, or the N. shore of the gulf of **St. Lawrence**, in North America, is to the westward of the **Natchiquoin** River. There are some smaller rivers to the westward, between it and a bay behind some islands, called **Oydochochou** and **Pillage Bay**, which are about 7 or 8 leagues only to the north-

northward of the middle of Anticosti island.

OWER Sand or Bank, off the coast of Norfolk, is two miles without the Lemmon Sand, and is in length about 3 miles. It has only 9 feet water upon it on the ebb, and is steep on both sides; for there is a channel of 22 fathoms within it towards the Lemmon. It has also from 3 to 7 fathoms water upon its ends.

OWERS, a bank so called, which is situated at S. E. half S. from Culver Cliff near the E. end of the Isle of Wight about 4 or 5 leagues, is sometimes dry at low water, and is steep. It is not advisable to come nearer to it than 12 or 14 fathoms. When Chichester Church, which is a large spire steeple, bears nearly at N. by W. or St. Rook's Mill upon the Downs comes on with Strange Trees at N. quarter E. ships will be just clear of the W. end, and may steer away at W. N. W. half N. for St. Helen's, and so pass free of the Middle Ground and the Puller, that are 3 or 4 miles at W. by N. from the Owers. The E. end of the Owers will be known by bringing Chichester Church upon Strange Trees at N. by W. half W. Bembridge Ledge is about 10 miles at W. by N. half N. and from abreast of the Owers in 12 or 14 fathoms to Spithead, the course is W. N. W. half N. about 6 leagues. Ships coming from the eastward, after getting Shoreham on the coast of Sussex at E. N. E. may steer away at S. S. W. into 18 fathoms, and then W. S. W. which will carry them without the Owers. Those that are well acquainted may sail between the Owers and the main, if they take care to avoid the Mixens, which is about 2 miles to the southward from the S. point of Selfea. In coming from the westward be careful of the indraught of the current into the E. end of the Isle of Wight, by keeping out in 18 fathoms, and steering at E. half N. There is 14 fathoms within a mile of the Owers, which is in lat. 50 deg. 39 min. N. and long. 0 deg. 45 min. W. and has high water on full and change days at a quarter past 9 o'clock.

OWHARREE Harbour, on the northern part of the W. coast of the island of Huahine, one of the Society Islands in the South Pacific Ocean, being about 25 leagues to the N. W. by W. from the island of Otaheite. There are two en-

trances into it, one to the N. and the other to the S. but the latter of these is the best, especially if the wind sets out of the harbour. This entrance is about 100 yards wide, between two reefs, and between 300 and 400 yards long; and there is a depth of 24 fathoms within the entrance, but the reefs must not be approached too near, as there are coral rocks close under them. This harbour is under the northernmost high land, within the N. end of the reef, which lies along that side of the island; the two inlets to which are half a league from each other. There is a very small sandy island on the S. side of the southernmost entrance. It is in lat. 16 deg. 44 min. S. and long. 151 deg. 8 min. W. and the variation of the compass is about 5 deg. 13 min. E.

OWHYHEE Island, one of the Sandwich Islands so named, and the most easterly of them, as well as the largest, in the North Pacific Ocean, is nearly of a triangular form, the northern extreme of which is in lat. 20 deg. 17 min. N. and long. 155 deg. 58 min. W. and its southern end in lat. 18 deg. 54 min. N. and long. 155 deg. 45 min. W. The eastern extremity has been also laid down in lat. 19 deg. 34 min. N. and long. 154 deg. 54 min. W. The whole circuit of this island is about 293 English miles, being in length from N. to S. about 28 leagues and a half, and in breadth 24 leagues. The extensive mountain, named Mouna Roa, on the S. E. side of the island, is 16,020 feet high, being higher than Teneriffe by 3680 feet; the peaks of which also must be at least half a mile in height, so as to make the summits at least 18,400 feet high. It consists of three peaks which are perpetually covered with snow, though within the tropics, that are visible to the distance of 40 leagues out at sea. To the N. of this mountain, the coast consists of high and abrupt cliffs, down which fall many beautiful cascades of water, and the whole country is covered with cocoa nut and bread fruit trees. The coast to the S. of the mountain presents a most horrid and dreary prospect, and the whole country appears to have undergone some very extraordinary change from the effects of a dreadful convulsion; and the southern promontory appears like the mere dregs of a volcano. The projecting headland is composed of broken and craggy rocks, irregularly piled upon one another,

another, and terminating in sharp points, though there are some patches of rich soil amidst these ruins. The sea near this part of the island abounds likewise with a great variety of excellent fish. We should not omit, that this is the island where the famous adventurer and circumnavigator, the celebrated Captain James Cook, lost his life by an unfortunate and momentary jealousy and suspicion of the natives.

OXEFORD, one of the loading places in Long Sound, on the coast of Norway, though but a small town, thwart of which the Drommel Hills will be seen at W. N. W. the haven of Oxeford being on the E. of Drom Sound.

OXHOLM Island, is one of the two small islands, of which Grasholm is the other, being a league asunder, due N. and S. round which ships may sail or anchor any where, on the coast of Germany, the latter being 4 leagues at S. S. E. from Syburg Nefs in the island of Dageroot in the Baltic. But there are two shoals in this sound, called the E. and W. Grass Grounds; of which they that pass through the Moon Sound should be careful.

Oxus River, concerning which geographers have widely differed, has been sometimes represented as belonging to India, and sometimes to Persia. We are inclined to attribute its situation to the former country, as having its source in the N. of India; at the same time observing, that it directs its course to the N. W. and, according to some accounts, discharges its waters into the Caspian Sea, in the parallel of 44 deg. of N. lat. though other accounts state it to fall into the Aral Lake, which is situated to the E. of the Caspian Sea. We apprehend the reason of considering it as a Persian river to be, that in its course it forms the boundary between Persia and Usbec Tartary.

OXWICH Point, in Glamorganshire, on the coast of Wales, is on the N. shore of the Bristol Channel, between Penarth Point and the Mumbles Point to the E. and Port Inon Point to the W. N. W. Swansea Bay is to the E. northerly from this point, and Caermarthen Bay to the N. westerly. In the bay to the eastward there is safe riding, sheltered from a W. and northerly wind, in 7 or 10 fathoms water.

OYDCHOCHOU. See **OUYATOISKA**.

OYE Island, on the W. coast of France, is a small island to the S. S. W. from Rochelle, and the same with what is more usually called the island of Aix. See **AIX**.

OYSTER Bank, is a little distant from the S. W. end of the Stone Bank, about 3 leagues without the island of Walcheren on the coast of Zealand. It is not very long, and has 4 fathoms upon it at low water. See **FLUSHING**.

OYSTER Bank of Salvages, is something more than two leagues to the N. W. from the entrance to the haven of St. Maloes on the N. coast of France, under which is anchorage in 6 or 7 fathoms. When Late Point, which is to the eastward of Cape Frehel, is on with Serenelezeau Point at S. W. by S. and the Mats de Frehel on with an island that lies under the shore a little beyond it, at S. by W. westerly, a ship will be right upon this shoal.

OYSTER Cove, is on the S. shore of the harbour of Mahon, in the island of Minorca, in the Mediterranean, opposite to Bloody Island, and lying open to the N. E. It is a pleasant situation, being shaded from the sun. Here the Spaniards dive for oysters in 10 and 12 fathoms water, which they disengage from the rocks with a hammer.

OYSTER Cove, is in the N. W. part of the bay of Santa Maria Galres, and to the N. E. from the city of Pensacola in West Florida, and is about 4 miles deep and 3 broad.

OYSTER Haven, on the S. coast of Ireland, is to the eastward of Kinsale, and about a mile to the N. E. from Hangman Point, and a mile and a half from Prehain Point. It is a small and narrow haven, but clean and free from rocks in going in; though it is necessary, after having run a cable's length or a little more within the points, to be careful in avoiding a small sand which lies on the starboard side, on the westward of which ships may run in 3 fathoms water.

OYSTER Haven Island, is about a quarter of a mile to the S. from the easternmost point of the haven; and at S. S. W. from this island are two more, called the Oyster Haven Stags, round which ships may pass without danger.

OYSTER Islands, near the E. end of Malacca Straits in the East Indies. See **DRYON** Straits.

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OYSTER Point, is the N. E. extremity of Long Island, off the coast of Connecticut, in New England, in North America, and the extreme eastern limit of Long Island Sound, and nearly opposite to the mouth of Connecticut River. Off the point is a small island called Plumb Island.

OYSTER Point, on the coast of South Carolina, where the water does not ebb till an hour and a half after it begins to ebb at the bar of Ashley River, near Charles Town. The best going in is an hour and a half before high water.

OYSTER River Bay, on the S. E. coast of the peninsula of Barnstable County in New England, on the coast of North America, a little to the S. W. of Barnstable Town, and nearly due N. from the E. end of Martha's Vineyard Island.

OYSTER River, on the N. E. coast of the northern island of New Zealand in the South Pacific Ocean, the entrance to which is due S. from the S. W. point or entrance into Mercury Bay. It has good anchorage in the basin before the mouth of the river, being the easternmost channel or river of that bay. It was so named from the fine oysters that were procured here, equal to those of Colchester; and to sail into it, the S. shore must be kept on board all the way.

OZACA. See **OSACCA**.

OZOMA River, in the island of St. Domingo or Hispaniola on the West Indies, is on the S. coast, on which the town of St. Domingo is situated, after having received a vast number of streams from the valleys between the different ranges of hills to the northward, forming a spacious bay or opening at the mouth.

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PACASMAYO or **PARASMAYO**, is an extent of coast so called, on the shore of Peru on the South Pacific Ocean, between the port of Malabrigo and Cheripe, being a large strand stretching for 11 leagues, from about 2 leagues to windward of Malabrigo to within 2 leagues of Cheripe. It is all the way a

low sandy shore, only here and there interspersed with craggs and little hills. In the middle of this strand is one rock higher than all the rest, close to the shore, on the leeward of which there is anchorage in 12 fathoms water, and pretty good ground, when compared with the rest of the coast; as it is but foul and dangerous at best, and few ships anchor upon it by choice, because the sea goes so high, and the ground is so bad.

PAGATUCK River, on the coast of the state of Rhode Island, in North America, is a small river, but has a pretty wide opening at its mouth. It is situated to the eastward of the River Thames and Mystic River, its eastern point being known by the name of Watch Point, and on the W. side of the river's mouth is Stonington harbour.

PACHACAMA Farellons or rocks, on the coast of Peru in the South Pacific Ocean, are situated about 3 leagues from Chilca on the S. and 2 leagues from the Morro Solar on the N. They consist of several small islands or rocks rather, on the S. side of which is a low saddle point, that serves as a good mark for knowing the place.

PACHEA, is the most northerly of the islands called the Pearl or King's Islands, all of which are low and woody, and about 12 leagues from Panama. Within a league of this island there is anchorage in 17 fathoms.

PACHEGOIA Lake, is in the interior parts of the country to the S. W. from Hudson's Bay, and to the N. W. from Lake Superior, and in some maps is laid down as the source of Hayes's River, and in others as communicating with Lake Superior.

PACHEQUE Island, on the S. W. side of the bay of Panama, on the coast of the North Pacific Ocean, is one of the fine islands within the semicircular bay from Panama, to point Mala. These islands produce wood, water, fruit, fowls, hogs, &c. and afford an excellent harbour for shipping.

PACHSU, or **Paschu Island**, on the coast of Epirus, is 23 leagues at S. E. by S. from the Island Fanu, and 32 leagues at N. N. W. from the island of Cephalonia. In coming from the southward, ships are directed to sail close

close by the N. point of this island of Pachfu, until it bears at S. W. by S. See CORFU. It was anciently known by the name of PAXI or PAXA, and is in that part of the Mediterranean, sometimes called the Ionian sea.

PACIFIC Ocean, otherwise in the French maps called **MAR del ZUR**, or South Sea, is a vast extensive ocean, which divides Asia on the W. from America on the E. It received the name of Pacific from the very moderate weather which was found by the earlier navigators on the coast of Peru, and in general in that sea between the tropics, though it has been since found to be as tempestuous and stormy either to the northward or southward as in the other parts of the general ocean. In the Introduction to this work, the principal divisions of this ocean have been more particularly noticed, to which the reader is referred for a more circumstantial account.

PACMOTÉ Bay, on the east side of the island of Martinico in the West Indies, is a moderately deep bay, between Vaulin bay on the N. and Fere Ance or creek on the S. and nearly due E. across the isthmus from the bottom of Fort Royal Bay, being the narrowest part of the island.

PADANG, on the W. coast of the island of Sumatra in the East Indies, is situated in lat. 1 deg. 0 min. S. and long. 99 deg. 45 min. E. and has a harbour, with a fort and settlement, belonging to the Dutch.

PADARAN Bay, on the coast of Cochin China, in the eastern Indian ocean, is in lat. at its mouth, 11 deg. 25 min. N. and long. 109 deg. 30 min. E. It goes in to the N. W. so as to be pretty spacious, but is rocky near the bottom, where it has some small islands, as well as on the S. side. In a small cove, within the N. point of the bay, which projects considerably to the eastward, is anchorage in 6 fathoms. It is about 11 leagues to the N. E. from Cicier de Terra.

PADDER River, in the gulf of Scindia in the East Indies, after a considerable course from the N. E. falls into the gulf in the very bottom, on the N. of the peninsula of Guzurat, and at E. S. E. from the mouths of the river Indus, in lat. 24 deg. 20 min. N. and long. 70 deg. 30 min. E.

Point PADRAON, on the S. E. coast of Africa, within the limits of the Indian

Ocean, is near the mouth of the River Infante, to the S. of it, and the eastern limit of Algoa Bay. It is in lat. 33 deg. 25 min. S. and long. 27 deg. 12 min. E. It is frequently wrote **PADRON**.

Cape PADRON or **PODRON**, on the S. coast of Africa, is in lat. 6 deg. S. and long. 11 deg. 53 min. E.

PADRON. See **PADRAON**.

PADSTOW, on the N. W. coast of Cornwall, facing St. George's Channel, is a port that has not been much frequented, though it is certainly the best, not only in the N. part of that county, but between the Land's End and Bideford. It is 13 leagues at N. E. from St. Ives, and has Tregarnon point about 1 league to the W. of it; the whole coast between being full of rocks and cliffs, with some sandy bays, but no port or harbour, which renders it advisable to keep off from the land. The shore is nevertheless bold, and has no danger but what shews itself. The River Camel, which here falls into the sea, is about a mile wide, and is crossed with a ferry boat. On account of a bar of sand which lies across the haven about 2 miles below, ships of more than 200 tons burthen cannot come into it, and it is thereby rendered dangerous for small ships, except at high water, and in fair weather. There are rocks on the E. side of the entrance, as well as the banks of sand on the W. side; from which circumstances very skillful pilots have been deemed necessary to enter this port with safety. Other accounts relate, that the harbour is choaked with sand, and that the town only possesses a trade in herrings and slates, though its situation is extremely convenient for a trade with Ireland.

But we have collected information of a more favourable nature, which it is proper to lay before the reader. Accordingly, after stating that this is a Barren Haven, it is said that the channel is very narrow, and that the W. shore, which is very bold, must be kept on board in going in; that there is 3 or 4 fathoms or more at high water; and that when a ship is a mile within, there is a cove on the W. side called Harbour Cove, which has been mentioned already. To go out of the harbour, ships may sail without danger between the island and the E. point called Pentire, to the E. of which is another island and rock

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rock called the Mold; between it and the shore, if occasion require, ships may pass and come to an anchor in the bay, at the eastermost point of which is the small fishing cove of Port Queen. The lat. of Padstow is about 50 deg. 34 min. N. and long. 5 deg. 8 min. W. and has high water on full and change days at 6 o'clock.

To this may be added the description of this port by a gentleman of the place, near 30 years ago, and the measures pursued to render the port more safe and commodious, and consequently more desirable for ships to resort to. After mentioning the difficulty of entering the harbour, with the wind from S. S. W. to N. N. W. when ships can neither clear the land to the eastward or westward if they are once engaged with it, and the dangers of the shore, he says, that three substantial bolts and rings had been cauled to be fixed in the cliffs, and whitewashed for several feet round them, as marks for strangers to find them by. In a heavy sea, when there may be a hazard whether boats can land, a case not very frequently occurring, the outermost ring is placed in a situation where persons on shore may come down and receive a lead line thrown from the boat, by which a hawser or cable may be hauled on shore and fastened to the rings. Keep the starboard shore close on board, on coming in, which is very high land, as there is a sand called the DOOM-BAR, that is not more than about a cable's length from the land, where the rings are let in; the danger is that as soon as a ship has pushed within the land, with the above wind, she will generally be becalmed, and the next flaw will take her aback, and frequently throw her up the DOOM-BAR, where many ships have been lost. To prevent such hazardous and dangerous situation, the same account directs, that in order to stand into this harbour, and particularly with an ebb tide, the taidles should be ready on the boat with a hawser in her and lead line, and the anchors and cables all clear; that as soon as the vessel is within the land, and begins to lose her way, if it be on the ebb, the larboard anchor must be let go, but if it is the flood tide the starboard anchor must be dropped, that the boat must be expeditiously hoisted out, so as to get on shore with the hawser, and fasten it to the rings, when it will be in safety. These rings are about 45 fathoms asunder. When a ship has

moored to the first of them, a warp may be run out to the next, and from the second to the third, till near high water; when there will be more than 5 fathoms in the channel, and about 14 or 15 feet on the sand. If need be, and the tide is favourable, a vessel may fasten a buoy to the cable, and slip it, to be taken up afterwards by the boat when the vessel is secure in the Harbour Cove, which is more than half a mile above it.

This port by the late act of parliament (1795) for raising men for the navy, is required to furnish 19 men as its quota.

PAGET'S Port, in the islands of Bermudas in the Northern Atlantic Ocean, is one of the small harbours within the Great Sound, and runs in deep to the eastward within some islands, being the most easterly part of the Sound.

PAGO Island, in the Adriatic or gulf of Venice in the Mediterranean, is divided from Morlachia on the main only by a narrow channel, being 40 miles in length, and 12 in breadth.

PAGODA Bay, on the coast of Cochin China, in the eastern Indian Ocean, is to the northward of Cape Avarillo de Falso, and to the southward of the true Cape Avarillo, and in lat. 12 deg. 30 min. N. and long. 109 deg. 50 min. E. An island called Fishermen's island, nearly surrounded by rocks under water, is due E. from the S. point of the bay, and serves greatly to shelter the bay.

PAGODAS, emphatically so called, between Tranquebar and Fort St. David's, on the coast of Coromandel in India, are in lat. 11 deg. 16 min. N. and long. 80 deg. E.

PAGODE, though a general name for an East Indian temple, which are frequent on the coast of Coromandel in the East Indies, is sometimes also used as a name for some particular places; of which we have two instances in the gulf or bay of Bengal, between Manchepatam and Cape Palmiras.

Black PAGODE, one of the small places on the western shore of the gulf or bay of Bengal, otherwise called CAMERON, to the southward of Cape Palmiras.

Point PAGODE, is the westernmost bluff point, on the opening of Nagrais River, on the eastern shore of the gulf of Bengal, which serves as a mark for the entrance to that river, and the account of it may be seen under the heads of DIAMOND Island and NEGRAIS.

Small

Small PAGODE, is a place to the northward of Manchepatam on the W. shore of Bengal Bay in the East Indies.

PAGUANO Road, on the S. coast of the Morea peninsula, near the opening of the Archipelago sea in the Mediterranean, is in the large bay between Cape Matapan and Cape St. Angelo, and is much frequented by seamen.

PAGUING Pagode, a mark for sailing into the river of Pegu, on the E. shore of the gulf or bay of Bengal. See *PEGU River*.

PAGUISA or PAQUISA, on the S. part of the coast of Peru, on the South Pacific Ocean, and W. side of South America, is 10 leagues to the N. from the harbour of Cobija, or 2 leagues from the islands called Algodonales, and 5 leagues to the S. from the river Lora, being in lat. 21 deg. 55 min. S.

Hagney de PAGUISA, or watering place of Paguisa, is 15 leagues from Cobija in the bay of Atacama, the whole coast between being high, mountainous, and rocky, in the direction of N. N. E.

PAJARO, PAJAROS, or PAXAROS Islands, on the coast of Chili on the South Pacific Ocean, are to the leeward side of Herradura or Horse Shoe Point, to the southward of Coquimbo bay, and consist of 3 or 4 rocks, the outermost of which being also the largest, is called Pajaro Ninno, and is about 2 miles at N. W. by N. from the southernmost or starboard point of the main, or Point Tortugas, that closes the port of Coquimbo. A smaller island is to the southward of the rock, between which and the main is a good channel, having 17 fathoms water, though very narrow. If ships should be becalmed, in coming out from the port of Coquimbo, or by coming any other way near this rock of Paxaro Ninno, they must not venture to anchor near it, as there is a depth of from 40 to 45 fathoms with a foul and rocky bottom that will cut the cables, nor will it be practicable to weigh the anchor by the buoy ropes.

Les PAJAROS, a cluster of islands so called, or the Islands of Birds, are but small, and are situated to N. N. W. from the bay of Coquimbo, distant 8 leagues, and about 7 leagues to the S. S. E. from the port or harbour of Guasco. Ships must be careful to keep off without these islands, because the current, which constantly sets to the northward, will have a strong tendency to drive them in between

those islands and the main. They are 6 or 7 in number, and may be avoided, in coming from the southward, by shaping a course of W. N. W. for some leagues, getting also to seaward at a sufficient distance, which is the more necessary as the tides are irregular. The island of Choros is 4 miles to the N. from these islands towards the harbour of Guasco.

Cape PAILLOURI, or PALLAIO, on the coast of the Archipelago Sea, is in lat. 39 deg. 59 min. N. and long. 24 deg. 3 min. E. It is the point of land between the gulf of Salonichi on the W. and the gulf of Aiomano to the N. E.

PAIMBOEUF is a town of Bretagne in France situated at the mouth of the River Loire, and being properly the port of Nantes. It is in lat. 47 deg. 15 min. N. and long. 1 deg. 53 min. W. See *LOIRE River*.

PAINTER'S Harbour, on the W. coast of Cape Breton Island, is nearly due E. from East Point in the island of St. John's, at the S. W. part of the gulf of St. Lawrence, sometimes called the gulf of Nova Scotia, and is in lat. about 46 deg. 22 min. N. and long. 61 deg. 16 min. W.

PAITA Port. See *PAYTA*.

PAITANG Point, the S. W. limit of Bonthain bay, on the coast of Macassar or Celebes island in the eastern Indian Ocean, being situated to the S. 42 deg. W. about 7 leagues from the town of Bonthain. There is a range of rocks within the point on the larboard shore of the bay, and to some distance from the land.

Port PAIX, a town on the N. shore of the island of Hispaniola or St. Domingo in the West Indies, towards the N. W. part, being due S. from the middle, or nearly so, of the island of Tortugas, and on the E. side of the Three Rivers. It is about 3 leagues to the westward of St. Louis, and has a pretty good harbour, in lat. 19 deg. 58 min. N. and long. 72 deg. 55 min. W.

PALACE, or PALAIS, one of the principal places of the island of Belleisle on the W. coast of France, having a harbour, at the mouth of which is a jetty or pier of cut stone, about 30 feet in breadth and 200 in length. It is situated on the N. E. side of the island; to the northward of which is Port Sauzon, at no great distance from the N. W. extremity of the island. The island is seen to the distance of 30 or 40 leagues, and ships that touch here lie in the road of Palais, where there is

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is the best anchoring ground. But they do not chuse to continue here in bad weather, as they always find a very high sea, which, with the violence of the winds, often prevents boats and sloops from coming out to afford such assistance as they may greatly stand in need of. If the wind is fresh from the N. or N. E. ships must get out to sea, or run the hazard of being driven on the coast. The walls of the citadel contribute greatly to form the mouth of the harbour, as it stands on a rock; but the smallest barges, even of 12 or 15 tons, cannot enter it, except at high water, and these must lie dry at low water. This place is in lat. 47 deg. 18 min. N. and long. 3 deg. 2 min. W. and has high water on full and change days at 3 o'clock.

PALAMBAM or PALIMBAM Point, is to the S. E. by S. from the headland of Sumatra Island in the East Indies, and makes the E. entrance of the straits of Sunda. The course from this point through the straits is E. S. E. and S. E. by E. till a ship discovers Panjang Island, about 9 or 10 leagues from the point. The town of its name is in lat. 3 deg. S. and long. 103 deg. 31 min. E.

PALAMBAM River, in the island of Sumatra, has its rise near the southern part of the island, and directs its course to the N. E. where it falls into the ocean, near the N. end of Banca Island, which is situated near the N. E. coast of Sumatra, towards the S. end of it. Abreast of the mouth of this river, the water shoals regularly from 14 to 7 fathoms, but having passed it, there is 15 and 16 fathoms in coasting the island. At the mouth of this river, especially with an ebb tide, there is generally a strong eddy, occasioned by a brisk current that sets through the passage or strait between Sumatra and Banca. To avoid the banks of this river, in coming through the Banca straits from the northward, after getting Batacarang Point on the Sumatra shore at S. W. and Monopin Hill at E. in 13 and 14 fathoms, steer E. S. E. in mid-channel. The mouth of this river is in lat. 3 deg. 2 min. S. and long. 103 deg. 40 min. E.

PALAMBOANG or PALAMBANG, is the capital of a kingdom situated on a bay at the S. E. end of the island of Java in the East Indies. It is on the straits of Balli, and in lat. 7 deg. 10 min. S. and long. 114 deg. 0 min. E.

PALAMOS, a small fortified sea port

town of Catalonia in Spain, on the northern shore of the Mediterranean, is about 4 leagues at S. W. by S. from Cape Dragon, or the southerly point of the Gulf of Narbonne. It runs up northward, the eastern point of which is foul near the land, but there is anchorage on both sides within the points in 6 and 7 fathoms. Its lat. is 41 deg. 58 min. N. and long. 2 deg. 58 min. E.

PALAS, on the S. coast of Spain on the North Atlantic Ocean, is 7 leagues at E. and E. by S. from St. Michael, where ships may sail into the Great Condeat, to the westward of the Rodoyne. There formerly stood a great broad tree to the westward of the white cliff, which must be kept over a sand hill that appears red as if it were red earth, and goes sloping down. Upon these marks run into the Strand, about N. or N. by W. when the tower Odier, which stands above Guelva, will come over the E. side of the haven's mouth; sail along by the Strand, keeping this direction, about two cables length until the ship is about the point, and then run up N. to Palas. See **GUELVA**.

PALAWAN or PARAGUA Island in the eastern Indian Ocean. See **PARAGUA** or **PARAGO**.

PALAXAY Bay. See **APALACHE**.

PALERMO Bay, on the N. coast of the Island of Sicily in the Mediterranean, is to the westward of Point Solanto. The city of Palermo, the principal place of the island gives name to the bay, and is situated upon it, in a pleasant and fruitful country about 37 leagues to the W. of Messina, in lat. 38 deg. 6 min. N. and long. 13 deg. 45 min. E. The bay is about 3 leagues in length, into which the river of Palermo opens. Those that sail thither must keep westward right with the haven, and anchor behind the head or mole with two stern-fasts on the mole, and an anchor to seaward, where ships may lie in 6 fathoms water, sheltered from all winds. Cape Gallo is 3 or 4 leagues to the westward of Palermo, and the last point of the N. coast of the island.

PALESTRINA Island is one of the largest and most populous of the islands of the Lagunes, near the city of Venice, at the bottom of the Adriatic, Sea, or Gulf of Venice in the Mediterranean.

PALACATTA, is about 5 leagues from the city of St. Thomas, on the coast of Coromandel, having an indifferent harbour, in lat. about 13 deg. 30 min. N. and long. 79 deg. 56 min. E. and about

25 miles to the northward of Madras. There is good anchorage within half a league of the shore during the southern monsoon in 7 fathoms and a half; but in the northern monsoon, the waves break out from the lower part of the bay and the River Ganges with great violence, so as to render anchoring here very dangerous. About 3 leagues and a half from the road is a sand bank which stretches into the sea for more than a league, and affords anchorage for shipping in 4 and a half and 5 fathoms water. Another bank is a little farther off, which extends for 2 leagues and a half into the sea; but it does not admit of safe anchorage, though there is 7 fathoms water.

PALIMBAM Point. See **PALAMBAM**.

PALIZZI Point, off which there is now 65 fathoms water, though there was only 25 fathoms here before the great earthquake of Feb. 5, 1783, is at the E. end of the island of Sicily in the Mediterranean. There is also as great a difference of depth for 2 miles out at sea towards Spartevento Point in Calabria. Off this point the sea at the time of the above earthquake frothed and boiled up tremendously, and probably the volcanic matter vented itself through from the bottom of the sea between Calabria and the island of Sicily.

PALLAIO Cape, is the N. E. point of the gulf of Salonichi, in the N. W. part of the Archipelago Sea. See **PAILLOURI**.

Cape PALLE, on the coast of Spain, on the N. W. shore of the Mediterranean Sea, is to the E. from Carthage. From hence the coast takes a direction due N. and afterwards a little easterly to Cape St. Martin, which is nearly W. from the islands of Yvica and Fromentiera. It is in lat. 38 deg. 15 min. N. and long. 6 min. W.

PALLE, or **PALLEE**, a bank near the island of Oleron, on the W. coast of France, so called. Between the Traverie bank and this bank is a channel of 8 or 9 fathoms, but it is very narrow.

PALLISER'S Cape, on the coast of New Britain in the Eastern Indian Ocean, is nearly N. from Cape Buller, and is in lat. 4 deg. 22 min. S. and long. 151 deg. 25 min. E. The coast from thence turns to the S. W. which, after forming a deep bay, runs N. by W. to Cape Stephens.

Cape PALLISER, at the eastern extremity of Queen Charlotte's Sound, be-

tween the two islands of New Zealand in the South Pacific Ocean, is 8 leagues at S. E. by E. from Cape Tierawitte, and in lat. 41 deg. 38 min. S. and long. 175 deg. 18 min. E. The land between these two capes is high, and makes in Table Points, so as to appear at a distance like two bays. It is worthy of notice, that from hence to Cape Horn, which is 121 deg. of long. the navigation has been performed in little more than a month, and that there were continual westerly winds, between the S. W. and N. W. with a great sea following; a proof of there being also a strong current is, that in that space the ship had out-run her reckoning by 8 deg. into lat. 61 deg. S. when in the meridian of Cape Horn.

PALLISER'S Islands, in the South Pacific Ocean, are between 15 and 16 deg. of S. lat. and from 146 to 147 deg. of W. long. One of these is about 5 leagues long and 3 broad, in lat. 15 deg. 26 min. S. and long. 146 deg. 20 min. W. another is 4 leagues from the S. end of it; a third is at S. W. by S. and extends about 7 leagues at W. N. W. to E. S. E. and is 2 leagues broad; and a fourth is situate to the N. N. E. and about 6 leagues to the W. of the first. From lat. 14 to 20 deg. S. and long. 138 to 150 deg. W. the ocean is strewed with low half over-flowed islands, which renders it necessary for navigators to proceed with much caution. A great swell comes in from the S. after rounding the third of these islands to the westward, which is a proof that there are no more low islands from that point of the compass.

Port PALLISER, in Kerguelen's Land, or island of Desolation, in the Southern Indian Ocean, is 5 leagues at S. by E. from Howe's Foreland, the coast between being rocky and very irregular. It is in lat. 49 deg. 3 min. S. and long. 63 deg. 37 min. E. It has from 24 to 7 or 8 fathoms water, though we understand that in one place there is but 4 fathoms nearly in the mid-channel, on entering the narrower part of the harbour; except under the beds of sea-weed, which in many places extend near half channel over, the bottom is a fine sand. From this port the coast turns S. about 5 leagues, and then E. for 8 or 10 leagues to mount Campbell, but with some small and deep bays intervening. The coasts produce neither trees or shrubs, and but very little verdure.

PALM Islands, on the N. E. coast of

New Holland, are some islands off from the coast on the starboard, after passing Magnetical Island on the larboard. See MAGNETICAL Island.

PALMA, or PALME Gulf, near the S. W. angle of the island of Sardinia in the Mediterranean Sea, is a deep gulf or sound to the N. westerly from Cape Taular the most southerly point of the island, and within the island of St. Tiago, which, with the island of St. Pierre on the N. W. protect this bay. It has anchorage from 10 to 3 fathoms, and clear ground within the island; but we doubt if there be any passage for even small vessels between the island of St. Tiago and the principal island to the northward, as it is narrow and irregular, and probably has not sufficient depth.

PALMA Island, one of the Canary Islands so called in the North Atlantic Ocean, which produces the best palm wine or canary. It is 18 leagues at W. N. W. from Teneriffe; and on its S. E. side is a fair bay, with a town and a landing-place called St. Cruz. Ships coming from the northward, that design to anchor in the road, must run so far into the bay till they come to the southward, or past the head of the bridge, and anchor there in 25 or 30 fathoms. On account of the S. E. and S. S. E. winds, ships must not anchor too near the strand in winter; and vessels which lie here have two anchors out for the sea wind, with a small anchor out a-stern to keep them right in the road, the best of which is opposite to a high white rock with a cross to the eastward of the town. A little to the northward of the town is Rammel Road, in a fair and sandy bay. From Palma Bay the pike of Teneriffe is seen at E. N. E. This island is full of trees and very high, by which it may be readily known. On the S. W. side of the island there is another place for landing called Tassa Corda. The length of this island is about 30 miles and the breadth 20, and it is about 70 in circuit; and the westerly winds and rain are more frequent here than at the islands of Teneriffe or Canary, as lying more to the westward and northward, and consequently less within the verge of the N. E. trade winds. Its lat. is 28 deg. 38 min. N. and long. 17 deg. 50 min. W. The current sets here to S. W. by W. at the rate of one mile an hour.

PALMAIOKA Island, is the largest of the two islands between the island of

Elbe and the peninsula of Piombino on the coast of Italy in the Mediterranean. See PIOMBINO.

PALMAROSE Island, is one of the islands of the bay of Naples, some of which have been mentioned under Ilichia, another of them, that appear to be volcanic productions, and perhaps may form the outline of a new portion of land to be added by nature to the neighbouring continent.

PALMAS, at the E. end of the island of Canaria, one of the Canary Islands in the North Atlantic Ocean, has a spacious sandy bay, to which it gives its name, affording a good road for shipping of any burden in all winds, as it is only exposed to the S. E. which seldom blows hard enough to be dangerous. There is landing in the very bottom of the bay about a mile to the westward from the principal city or town of Palmas.

Cape PALMAS, is a headland of the W. coast of Africa, on that part which is known by the name of the Ivory Coast, being the most southerly point of all the coast until the land trends regularly southward from the bottom of the gulf of Guinea, at 12 or 14 deg. of long. to the eastward from this cape. It is in lat. 4 deg. 18 min. N. and long. 5 deg. 56 min. W. It is 22 leagues at E. S. E. and S. E. by E. from the Grand Setry, and in rounding it a strong current will be found setting to the S. E. which will drive a ship in calm weather out of sight of land. The fairway of the course from the cape to the eastward is E. N. E. in the direction of the coast; but to keep the land in sight, it will be necessary to steer a point more northerly, or more, as the effect of the current may require. There is also a long reef off from the cape, that runs out at least a league into the sea, and must have a good birth; and when a ship has passed the reef, it must steer in again for the shore at E. S. E. the course from the westward, to clear the cape and the reef, having been at S. E. by E. On getting into from 21 to 28 fathoms, a ship will come off Sandy Bay. The great reef lies to the eastward of Garway, or Gojoyen River, which is W. from Cape Palmas, the marks for which will be found related under Gojoyen. The cape is known by three round hills, or hummocks, upon the very point, and farther within by a clump of palm-trees; these are seen a great way off at sea. The shore

There is also very uneven off the cape. The current, it must be observed, in passing between the reef and the cape, runs with a prodigious force, the reef casting the stream inward; besides which, the reef lies under water in from 15 to 16 fathoms, but nearer it lies so strangely foul and uncertain, that there is nothing to be done, as there will be 12 fathoms at one cast, and 20 at the next. As soon, therefore, as a ship finds the shoal by the lead, steer no farther eastward than at S. E. till it comes into 30 and 40 fathoms, when it will fall deep at once to 60 fathoms, and soon after to 100 fathoms, and then to no ground at all with 200 fathoms. Cavalia River is about 10 leagues at E. N. E. from the cape.

PALMAS Island, on the W. coast of Africa, is 2 leagues to the E. from the River Sestos, and was so named from an exceeding large palm-tree that stood singly upon it, and served as a sea mark to know it by; whether it is still there we cannot take upon ourselves to determine. There is no channel between this island and the main; and in sailing along this coast, ships must come no nearer the land than 20 fathoms, as all the ground is foul within 16 fathoms; indeed it would be advisable with a great ship to keep off in 30 fathoms, on account of a great reef which runs out to seaward between this island and Cape Formosa, from the great rocks called the Cagados.

PALMAS Island, in the Eastern Indian Ocean, is one of the Philippines so named, being situated to the S. E. of Mindanao, in lat. 5 deg 33 min. N. and long. 127 deg. 0 min. E.

PALMAS Island, on the W. coast of New Mexico, is opposite to the River Neominas, about 20 leagues at S. by E. from Cape Corientes, but in a direct run at S. E. It is low land, and there are several shoals about it, especially on the S. W. side, the island making out also in a sharp point.

PALMAS River, is one of the small rivers on the W. coast of Africa, between the island of St. Anne, near Sherboro' River and Cape Mount, that are navigable for small vessels, boats, and sloops.

PALMAS River, at the bottom of the gulf of Campeachy, in the S. W. part of the great gulf of Mexico, is 2 leagues to the E. from Halover or Haulover Point, and 5 leagues to the W. of the river of Chikapeque. See **HAUOVER**.

PALMAS River, on the W. shore of the gulf of Mexico, is in lat. 25 deg. 0 min. N. and long. 98 deg. 36 min. W. It is a large river, some of its branches having run in a course almost directly E. from the mountains to the eastward of the gulf of California. It does not seem to take the name of Palmas till it approaches pretty near to the ocean or gulf.

Great PALME, one of the places on the W. coast of Africa, situated on the point of the river between Tindal and Senegal, but of no use in navigation, and therefore not particularly meriting the seaman's attention.

Little PALME, is another place, between Tindal and Senegal, and equally undeserving the notice of seamen.

PALMERIA, or **PALMORALLA Island**, near Ponza Island in the Mediterranean Sea, is in lat. 41 deg. 3 min. N. and long. 13 deg. 0 min. E.

PALMERINHO Point, on the S. coast of Africa, is in lat. 8 deg. 50 min. S. and long. 13 deg. 40 min. E. It is a little without the island of St. Paul de Loanda, or Loango, and is the point of a small peninsula which forms a bay within it to the E.

PALMER'S Bay, on the coast of Kent, between White Nefs and Fore Nefs, at the N. E. extremity of the county, and to the northward of the North Foreland.

PALMERSTON'S Cape, on the N. E. coast of New Holland, or New South Wales, is the N. W. entrance of Broad Sound, and is situated in lat. 21 deg. 30 min. S. and long. 149 deg. 6 min. E. From Cape Townshend hither is called the Bay of Inlets; and here the flood-tide sets from the N. W. whereas along the coast to the southward it sets from the S. E. The variation of the compass here is 6 deg. 45 min. E.

PALMERSTON'S Island, of which one in particular has been so named, is in lat. 18 deg. 0 min. S. and long. 162 deg. 57 min. W. and is the second in situation from the S. E. of a group of nine or ten, all known by the same general name; it affords neither anchorage, nor any entrance into a lake within it, neither has it any inhabitants. If the weather is moderate, a ship that is passing the South Pacific Ocean in this track may, nevertheless, supply itself with many necessities from this island, as grass for cattle, cocoa-nuts, fish, and other productions of the island. But it affords no water.

The

The several small islands are connected together by a reef of coral rocks, and lie in a circular form. The principal island is not above a mile in circumference, nor is it elevated more than 3 feet from the surface of the sea; consisting entirely of a coral sand, with a small mixture of blackish mould that seems to have been produced from decayed vegetables. At one part of the reef which bounds the lake within, almost even with the surface, is a large bed of coral, the base of which is fixed to the shore, but extends so far as not to be perceived; so that it appears to be suspended in the water, and affords a most enchanting prospect.

PALMES, the principal town of the island of Gomera, sometimes called **PALMAS**, situated close to the sea, in the bottom of a bay, where shipping lie land-locked from all winds, except the S. E. It has many rivulets, and water is found any where by digging 5 or 6 feet. It is to the westward of Teneriffe.

PALMETTO Bay, on the S. W. coast of the island of St. Christopher's or St. Kitt's in the West Indies, is situated between the point so called to the eastward and Bloody Point to the westward. Mullin's Gut, Pelham River, and some other streams, fall into it. On the E. side of the most easterly of these is Trinity church, by which circumstances the bay will be known. The soundings are from 5 to 7 fathoms, avoiding the most easterly part which has but 3 fathoms near the rocks of the point, and a little farther out, not a mile from shore, is 10 fathoms or more.

PALMETTO Point, the most easterly point of the bay so called, on the S. W. coast of the island of St. Christopher's or St. Kitt's in the West Indies. There is a fort on the point, which serves as a protection to the bay; but the shore is rocky round the point, though there is 4 and 5 fathoms near the rocks, and 3 fathoms on the W. side of the point.

PALMETTO Point, the most northerly point of the island of Jamaica, on the N. side of the island, having Manatee Bay on the W. and Island Bay on the E. The coast falls off each way from this point gradually for 2 or 3 leagues, and then something more so.

PALMIERS Point, the same probably with Palmira, in the bay of Bengal, near the mouths of the Ganges. A large bay is formed from False Point hither in the direction of N. N. E. This point is in

lat. 20 deg. 48 min. N. and long. 87 deg. 18 min. E. A semicircular bay extends from it to the mouth of a large river or branch, on the W. side of which is Pipley; into this bay some rivers and streams discharge their waters.

PALMINORA Island, the smallest of the two islands which are situated near the coast of Italy in the Mediterranean, between the island of Elbe and the peninsula of Piombino. See **PIOMBINO**.

PALMIRAS. See **PALMIERS**.

PALMORALLA. See **PALMERIA**.

PALOMINOS Islands, are some small islands so called on the coast of Peru, on the South Pacific Ocean, about 3 miles or a league to the W. of the island of St. Lawrence or St. Lorenzo. They have from 13 to 18 fathoms water round them.

PALORMO Porto, is a good haven on the coast of Dalmatia, in the Adriatic Sea or gulf of Venice in the Mediterranean, about one league due N. from the haven of Lessina, and situated upon the same island. The rocks and islands lie very thick, so that it is necessary to have pilots to go into these ports. The entrance into Palormo is between two mountains, and when a ship is in, the water is as smooth as a pond, and cannot be disturbed by any wind. Here ships may lie with their broadsides to the shore, having head-fasts and stern-fasts, and have no need of anchors or cables. Porto Grego is between Palormo and Lessina.

The ground near the small islands, at the entrance into these havens, is generally foul, and the water very deep, from 30 to 35 fathoms; so that it is not advisable to anchor among them, though it has been sometimes done.

PALOS, is a small town of Andalusia in Spain, situated at the mouth of the River Trina, from whence the celebrated Columbus sailed in 1492 for the discovery of the new world. It is to the W. of the Guadalquiver, and has been noticed already under the name of **PALAS**.

Cape PALOS, a promontory of Murcia in Spain so called, from whence the coast takes a direction to the N. towards Alicant and Cape St. Martin, on the N. W. shore of the Mediterranean. This has been already mentioned under the name of Cape **PALLE**.

PALUS MÆOTIS, another name for the sea of Azoph, to the northward of the Kassa Straits from the Black or Euxine Sea. It separates that part of Europe from

from Asia, the boundary being usually drawn across it in the direction of N. E. nearly to the town or city of Azoph, from whence this sea has been commonly named by modern writers.

PAMPUS, near the mouth of the narrow channel of Amsterdam, at the very bottom of the Zuyder Zee, though unnoticed in some modern charts, is thus pointed out for ships sailing out of Amsterdam. After sailing down mid-channel as far as Tyoort, or the larboard point of land, vessels that draw more than 10-feet water are directed to sail over the Pampus, the long mark for which is to keep the steeple of Diemen, which is a little below the city of Amsterdam on the S. E. side, or starboard side of the channel, over the point of Tyoort as long as it can be seen. This is the position of the Channel of the Pampus. Then keep Marken Church without the land of Edam, till the steeple of Zuyderwoom comes past Kenninghebeert, which are the hopes between Schuytbocks Harbour or Udam and Durgerdam. Run in then E. towards land till the new church of Amsterdam comes about Durgerdam, and keep it so till the church of Weesp comes behind the castle of Muyden rather nearer to the church than to the castle. Then keep Weesp in this position, until Edam comes without the E. end of Marken; and when a ship is thwart of the E. end of Marken, it may sail N. E. easterly towards the Fall of Urk, distant 7 leagues.

PAMTICOE River, is a large river of North Carolina, on the coast of North America, where it falls into the North Atlantic Ocean, and forms a good harbour at the mouth. This and Roanoke at the mouth of the Roanoke or Albemarle River, to the northward from it, are the only two safe and convenient harbours belonging to that state.

PAMTICOE Sound, a large and spacious basin so called at the mouth of the river of its name, which communicates to the N. with Albemarle Sound, at the mouth of the Roanoke, within a long strip or bank that here runs along the coast, the S. part of which is called the Hatteras Bank from Cape Hatteras, the S. E. point of it. But there is a shoal ~~about~~ cross the S. part of this sound from near Occracocke Inlet, called the Royal Shoal, which, with others, render the passages into the spacious part of the sound very narrow. This shoal is connected from the swamps on the N.

side by a narrow shelf or shoal, so as to divide the sound into two parts, from the westernmost of which is the opening to Pamlico River.

PAN Channel, on the coast of Holland, is situated between the third and fourth buoy in the N. channel of the Maas, and has 14, 15, and 16 feet in the fairway; on the N. E. side the ground rises, and, in turning to windward, borrow of it by the lead as shoal as may be advisable.

PANA Island, is about 7 leagues at E. N. E. from Santa Clara, and about the same distance from Guiaquil, in the river so called, on the coast of Peru, in about 2 deg. 40 min. of S. lat. It lies nearly in the bottom of the bay of Guiaquil, where are also some smaller islands. At Point Arena, which is the westernmost point, all ships bound farther in stop for pilots, as there is good anchorage over against the middle of the town in 5 fathoms and a soft oozy ground. It is sometimes called **PUNA**.

PANACA, a burning mountain so called on the W. coast of New Mexico, about 3 leagues from the volcano of Sanfonate, is less than the hill of Sanfonate, and has three or four little sugar-loaf hills near it. To go in the port of Sanfonate, bring these little hills one in another, and ships may go far up within; and to ride safe, get the ridge of Panaca at N. by E. and S. by W. in 7 fathoms, and the mouth of the river N. and S. distant a quarter of a league. See **SANSONATE**.

PANADOU or MENADOU Bay, on the coast of Cape Breton Island, near the S. part of the gulf of St. Lawrence in North America. See **MENADOU**.

PAN Patch Buoy, in the River Thames, is a mark for sailing through the Queen's Channel. It is about a mile at E. by S. from the easternmost beacon, near which beacon the Pan Sand dries and is rocky. This buoy must have a birth of a quarter of a mile, as mentioned under **KNOWL Buoy**, which see; and from abreast of this buoy, steer about half a point to the N. of E. for about 3 miles, which will carry a ship in the mid-channel between the Wedge and Tongue Bank Buoys, in from 5 to 9 fathoms water, the Tongue Buoy, which is white, lying from the Patch Buoy about 3 miles at E. by N. half N. and near two miles from the Wedge Buoy, which is red, at N. by E. half E.

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PAN Sand, or **Girdler**, in the River Thames. is about 4 miles from the Spanish Buoy to the Swinging Beacon at its W. end, in the direction of E. half S. having 2 fathoms and 2 fathoms and a half all the way; continuing the same course half a league farther will lead into the mid-channel between the Standing Beacon at the E. end of the sand, in 3 and 4 fathoms all the way, near which beacon the sand dries. See **STANDING** and **SWINGING** Beacon.

PAN Speck, a small spot or sand so called, about 3 quarters of a mile at N. half W. from the Pan Patch Buoy, which almost comes dry at low water.

PANAMA, the capital city of Darien, or the land of Terra Firma in South America, is on the S. coast of the isthmus of Darien or Panama, on the North Pacific Ocean, and situated on a capacious bay of that sea. It possesses an excellent road for small ships, not inferior to an harbour; and ships may ride safely in the road under shelter of the three Perica Islands, though they are not immediately under command of the town, when in that situation, because there is a long bank between the town and the road, the distance being about 2 leagues and a half or 3 leagues. This shoal or bank, which is rocky, has occasioned the destruction of many good ships, and lies with Port Perica N. E. and S. W. When the hill of Patilla bears due N. from a ship, it will be before this bank; but keep off until the hill bears N. N. W. and the port of Panama due N. and a ship will pass clear of it, leaving it to the W. The tides here are regular, and it is high water on full and change days at 3 o'clock, where there is a considerable rise, so as to leave the shore dry on the ebb to a great extent, as the slope is very gentle.

The commerce of this city is very great, as being the port where the ships from Lima, Guayaquil, and other places unload the treasure that is sent from Old Spain, and also the staple for goods that are brought up the River Chagre. It is also greatly resorted to by strangers, so as never to be without them, being the thoroughfare for all persons going to the coasts of Peru by the South Sea, and for the coming from thence to Spain. The ships of Peru also bring hither a variety of goods for the consumption of the inhabitants, such as meal of different

sorts, wine, brandy, sugar, tallow, leather, olives, oil, and other produce of the like nature. Those from Guayaquil supply it with cocoa, and quinquina or jesuit's bark, which has always a brisk demand for exportation to Europe. The coasting barges also, which continually traffic from the neighbouring ports, also furnish it with hogs, poultry, dried beef, hog's lard, plantanes, roots, and vegetables of every kind, with which this city is by these means constantly supported. It carries on also a valuable pearl fishery in the gulf, by means of the slaves who are very expert in diving for the oysters that contain them. The city is laid down in lat. 8 deg. 48 min. N. and long. 80 deg. 21 min. W.

PANAMA Bay or Gulf, is a spacious bay of the North Pacific Ocean, so named from the city at the bottom of it, already described. The situation of its coast from Point Garachina on the E. is to the N. N. W. to the city of Panama, and from thence S. W. and S. S. W. to Point Mala, so as to form a large semicircular bay. This bay contains some fine islands, such as Perica, Pacheco, Chelilio, King's Island, and others, which produce wood, water, fruit, fowls, hogs, and the like, and also afford an excellent harbour for shipping. It has been observed under Lima, that the winds between that place and Panama, though nearly an extent of 21 deg. of lat. seldom vary more than a point in all the course, and have but little sea. The navigation of the bay is chiefly concerned with the islands of the bay. Ships pass in and out through the different channels between the islands, and the coast of the main, especially on the E. side, is little frequented, as being out of the way, being also foul and dangerous, and having neither harbour nor shelter.

PANAMARIBO, on the coast of Surinam, in Guiana, in South America, is E. S. E. from Demerary, in lat. about 6 deg. N. and long. 56 deg. 26 min. W.

PANAMBUCO Harbour or Bay, is a bay of the South Atlantic Ocean, on the E. coast of Brazil, in South America, situated between Paraba or Paraibo on the N. and Cape St. Augustin on the S. in lat. 8 deg. S. and long. 35 deg. W. See **PERNAMBUCO**.

PANARIA Island, one of the Lipari Islands so called, near the Island of Sicily, in the Mediterranean, and a little to the N.

N. E. of the island called Lipari. It is only about 5 miles in circumference, and is very barren; but it is 10 leagues to the N. of the island of Sicily, and near 3 to the N. of Lipari Island, and is in lat. 38 deg. 45 min. N. and long. 15 deg. 41 min. E.

PANARY or POADAY, on the western shore of the gulf or bay of Bengal, is between the Point of Watfare and Bimlepatam, in the direction of about N. N. E. a little more or less northerly. Here are 9 or 10 great rocks in the sea; but as they are high out of the water, there is no danger, and there are also 3 or 4 great rocks upon the strand that serve as a mark to know the town. The course from Watfare Point hither is along shore, with an offing of only 2 miles.

PANAY Island, in Asia, is one of the islands called Philippines, between Paragoa Island, and Negro Island. The lat. of its S. part is 10 deg. 33 min. N. and long. 121 deg. 59 min. E. and at the N. part the lat. is 11 deg. 42 min. N. and long. 119 deg. 55 min. E. It is 250 miles in circumference, and the most populous and fertile of all the islands which are known under that name. Many rivers and brooks are in it, and it produces a great quantity of rice. Its principal town is called Iloila.

PANDERMO Gulf, on the S. E. coast of the straits of Constantinople, or Sea of Marmora, on the Asiatic shore, within some small islands to the southward of that sea.

PANDY. See PANARY.

PANEITAN Island, the same as Prince's Island in the straits of Sunda, in the East Indies, not far from Batavia. This is the name which the inhabitants give it; and the Malays give it the name of Seilan. See PRINCE'S Island.

PANGERO, a rocky shoal on the N. coast of France, which appears dry at low ebb, is situated between the Trajans and Morlaix. When the middle of the island Milio is under the mill of Guisters, and the easternmost point of Morlaix River bears S. W. by S. these marks are right upon it.

PANGIL Gulf, is situated on the N. side of the island of Mindanao in the eastern Indian Ocean, and one of the Philippine Islands so called. This gulf and a bay on the S. W. of the town of Mindanao on the S. side of the island, form

the W. end into a narrow isthmus. This is sometimes called PANGUEL Bay, and is in lat. 7 deg. 55 min. N. and long. 124 deg. 25 min. E.

PANIAN, on the Malabar Coast of India, on the Indian Ocean, is in lat. 10 deg. 45 min. N. and has a good road for shipping; but there runs a shoal off from Panian from the shore, which reaches to Cochin, though it is no where more than a league wide, and ships ride very well without it.

PANJANG Island, or *Pulo PANJANG* or *POUJONG*, is at the entrance of a bay which bears N. by W. from the port of Bantam in the East Indies. To make it, supposing a ship to be in the offing at N. E. from the point of Palimbam, steer S. E. by E. for 9 leagues and a half or 10 leagues. It is a low flat island, and as soon as a ship has made it, come no nearer than from 5 to 6 fathoms, when it must look out for the main. See BANTAM. From this island to Batavia is a distance of 20 leagues.

PANJANG Point, or *DIAMOND Point*, is a little to the S. of Old-Queda, distant 42 leagues. To make it, observe these directions, supposing a ship to take her departure from the port of Achen at the N. W. end of the island of Sumatra in the East Indies. Run away from the port at N. half E. to keep clear of a rock that lies in the offing about 7 miles or 2 leagues and a half distance, and bears N. from the points. Then shape a course of E. by S. for this point; but as the winds are extremely variable and unsteady on the coast, an offing of 5 leagues is recommended, be the lat. more or less, that the ship may not be driven by a northerly current. Take care of this, as soon as the ship has got half the course from Achen to the point; and if the wind fail, and the tide be out, come to an anchor immediately until the flood. As soon as a ship is fair with the point, haul in within 2 leagues of the land, but keep the lead going constantly, because the water becomes deeper the nearer it is to the point. The channels, however, are very uncertain; and observe that the island of Varror, or Vereur, is S. E. by E. from the Point Panjang, and S. E. distant 28 leagues from the point above Achen.

PAN NAVIA, an island so called on the S. coast of Africa, which is about 7 leagues

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leagues at S. S. E. from Branca Island. There are great numbers of cypress or palm trees on the high lands between them, and behind this island lies a great bight on the coast, called the bight of Pan Navia, where there is very good ground, as there is also between the S. side of the island of Pan Navia, and a point on the main called Gayara. Ships may pass along to seaward of this island in 15 fathoms, being then not very far from a sand called the Sture; but there is a foot strand between the island of Pan Navia and Point Gayara.

PANNORA, two high rocks so called on the N. W. coast of the island of Madagascar in the Indian Ocean, which must be left on the starboard at the going in to Old Mafelenge. They are 2 leagues to the W. of the River Didame.

PANTALARIA Island, in the Mediterranean Sea, is situated between the island of Sicily and the main land of Africa, and is about 17 miles in circumference. It is not far from the coast of Tunis, and abounds in cotton, fruit and wine; but the inhabitants are obliged to bring all their corn to Sicily, as it belongs to the king of the Two Sicilies. It is E. by S. nearly from Cape Bona about 16 leagues, and is in lat. 36 deg. 48 min. N. and long. 12 deg. 30 min. E. The distance from Cape Passaro in Sicily is about 55 leagues.

PANTHER Rock, in the middle of Plymouth Sound, on which is a buoy, has but 3 fathoms and a half close to it on the N. side, and but 4 fathoms and 3 fathoms and a half to the southward westerly to the Knap Sand, which is about a quarter of a mile from it; but to the E. or W. within a cable's length there is 6 fathoms or more. The marks for the Knap and Panther are, to bring the E. end of the White Patch on the Hoe at Plymouth to the westward of the citadel on with the large house above Plymouth on the road to Tavistock; and the marks to pass to the eastward of them in the fairway on the W. side of the Shovel are, to get the E. end of the White Patch on the Hoe on with the Old Church of Plymouth, which is a large tower church. See PLYMOUTH Sound.

PANTURA River, on the W. coast of the island of Ceylon, in the East Indies, is to the southward of Columbo, between it and Caliture. In the mouth of it is a good road, a little to the southward of

two rocks which lie on the N. side of the entrance, about two miles from the shore, where there is from 10 to 12 fathoms water.

PANUCO, the capital city of a province of Mexico so called, on the W. shore of the gulf of Mexico in the West Indies. It is situated about 17 leagues from the sea, and on a river of its own name, which falls into the gulf; which river is navigable for large ships a great way above the city, but the harbour unfortunately has so large a bar before it that no ships of burden can enter it. The lat. is 23 deg. 50 min. N. and long. 99 deg. 50 min. W.

PAOOM Island, one of the small islands belonging to the group of the New Hebrides in the South Pacific Ocean. This and the adjoining island, if they can be considered as two islands, are not more than 3 or 4 leagues in extent; being situated between Ambrym and Apee, which are not above 5 leagues asunder, and about 8 leagues to the E. from Port Sandwich. It is in lat. 16 deg. 30 min. S. and long. 168 deg. 29 min. E.

PAPAGAYO Gulf, on the North Pacific Ocean, and on the W. side of the isthmus of Nicaragua, is at a very small distance only from the western parts of the lake of Nicaragua, and in lat. about 11 deg. 15 min. N. It is situated to the S. E. from Amapalla, and has Cape de Santa Catalina for its S. point or limit. This bay, otherwise called the bay of PARROTS, stretches out to the N. W. almost 16 leagues, in the middle of which over the land, though making at a distance, as if it stood in the sea, will be seen a volcano or burning mountain, which is near the city of Granada on the side of the lake of Nicaragua, and is called Bombachio, being cleft down almost from the top to the bottom like a broken saw, and called by English seamen the Devil's Mouth. It is also visible far into the lake of Nicaragua, and, as some have asserted, even into the West Indian Sea.

PAPINACHOIS Bay, on the N. shore of the river of St. Lawrence in North America, is about 4 leagues to the N. E. from Laval Bay, and 5 leagues to the S. W. from St. Margaret's River.

PAPON Passage, the southernmost channel or entrance into the bay of Arcasson on the W. coast of France between the island of Terray and the S. part of the

the haven. In going through by this channel, take particular care to avoid the shoals that run off from the W. end of the island of Terray; to do which bring the trees of Balisses that stand on the S. side almost a league within the river on with the S. point of the river, and keep them so until a ship is within the W. end of the island; after which bring the trees a little open to the northward of the point, and in the best of the channel between the island and the said point, and, after passing the point, there will be 6 or 7 fathoms water, though not more than 2 fathoms or 2 and a half at low water in the passage.

PAPOS CASAS, on the S. coast of Africa, is not far from Cape Lopez Gonfales. It is a place of some trade, and to go from the cape to it, ships run to the shoal or bank that trends to seaward off from the watering place, being a bank of white sand, which has not more than from 5 to 8 feet water, and is steep. It is to be seen at a distance, and runs farther out to seaward, deepening to 7 or 8 feet at half a league, and not to above 2 fathoms at 2 leagues distance; but the shoalest part of it is, when the watering place bears at S. S. E.

In the fairway from the northward is a sand bank, which is so shoal, that no ships can go over it, neither can it be soon discerned, because it is so steep that but one league from the cape there will be 30 fathoms at one cast, and at the next a ship will be fast aground; but if the cape is kept aboard the passage will be safe. When a ship is easterly from it, between it and the main, having a small island on the starboard side, it may run into the bight of Olebatto.

PAPUDA, on the coast of Chili, and on the W. side of South America, on the South Pacific Ocean, is 5 leagues to the N. from the shoals of Quintero. The water is very deep in Papuda, but there is good holding ground, and a very safe entrance. It is 4 leagues from thence to Port Liga.

PAQUISA. See **PAGUISA**.

PARA Island, is one of the range of islands to the S. E. from Sypomba, to the eastward of the great river of Amazonas, which is the N. W. limit of the Brazil coast in South America. These islands form the great river or bay of Para. About 9 leagues at E. by S. from this island is Cape Cuma, the west-

ern boundary of the great gulf of Maranhao. On the island is a fort belonging to the Portuguese, from whence the province receives its name; and there is also a small river of the same name, at the mouth of which is good riding for great ships, because the island breaks off the sea, and two high points secure it from the N. and E. winds. It is N. by W. from the large bay called De Cabelo de Velha, where is good anchoring for small vessels.

PARA River or Bay, near the N. W. part of the coast of Brazil in South America, having a town of its name at the mouth of it, with a large fort and a platform of cannon at the water's edge, commanding the road. Above this, on a high rock, is the castle, which is enclosed by a strong wall of stone that is also mounted with cannon. The road here is very good, and the ground clean within the mouth of the river, and secured by the high lands on both sides. The mouth of the river is almost 2 leagues over at the town, and ships may ride in 15 fathoms within a cable's length of the shore, and in 10 fathoms close under the walls of the fort. This port is much frequented for loading provisions, which are very plentiful; it also affords tobacco, which is carried to the bay of Pernambuco, thence to be shipped in large vessels for Europe.

PARACA Bay, on the coast of Peru, is 40 leagues to the S. E. or S. E. by S. from the port of Callao; being also situated to the southward of Pisco. This bay affords shelter to ships frequently, after they have been driven out of the harbour of Cangallan.

Morro PARACA, a point or headland on the coast of Peru in South America, and on the South Pacific Ocean, near which is the island of St. Gallan. Though the channel between the island and the main is safe and good, yet some seamen have fatally mistaken the island Lobos and Morro Quemada for this. The main land of Paraca is of an equal height, contrary to that of Morro Quemada, as there is also a striking difference in the islands. In passing through here, keep rather on the side of the main, about a fourth of a league from the headland of Paraca, because a shoal lies off for half a league to S. S. E. from the island, passing within two cables length of a small creek, and a road in the mouth of it, on the side

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of the main, called Ensenado del Vejo, or Old Man's Bay.

PARACLES Islands, are certain islands so called, which extend considerably from N. to S. but take up less space from E. to W. in the eastern Indian Ocean; being situated from lat. 11 deg. 45 min. to 16 deg. 30 min. N. and from long. 110 deg. 40 min. to 111 deg. 40 min. E.

PARAGO or PARAGUAY Island, in the eastern Indian Ocean, sometimes also called PARAGOYA, is a large island, situated between the Philippines and the island of Borneo. It lies in the direction of N. E. and S. W. being proportionably long and narrow, and situated between 8 deg. 11 min. and 11 deg. 22 min. N. and between long. 117 deg. 45 min. and 120 deg. E.

PARAGUAY River, is a large inland river of South America, which falls into the river La Plata that forms the southern boundary or limit of Brazil. At the distance of 100 leagues from the sea, where this river and Parana fall into the channel, it is at least 10 leagues over.

PARAMONGUILLA Cape or Point, on the coast of Peru, on the South Pacific Ocean, is a head of land that makes at a distance like a ship under sail, but on a nearer approach shews like a high white rock. There is a low black point about a league to leeward of it, that looks as if it was cut off right down from the main, and to leeward of that is a large strand, where ships may anchor, if the current drives them there, in from 6 to 7 fathoms. This point is about a league to windward of the Rio Baranca.

PARAMOUSIR Island, one of the chain of islands in the North Pacific Ocean, called Kurile Islands, is the next island from the northward to Shoonka, but considerably larger, having Onecutan on the S.

PARASMAYO. See PACASMAYO.

PARATEE Bay, on the S. W. side of the island of Jamaica in the West Indies, is to the S. E. from Banister's Bay, and at N. N. W. from Starve Gut Bay. It is a tolerably spacious bay, but shallow near the shore, and rocky off each extreme point. Directly off from the middle of the bay are soundings in 3, 7, 10 and 15 fathoms.

PARATEE Point, the S. E. point of Paratee Bay just mentioned, as situated on the S. W. coast of the island of Jamaica in the West Indies.

PARAYBA River, on the coast of Brazil in South America, of which Point Lucena is the northern limit or opening, is 10 leagues to the N. of Port Frances. The city of the same name lies about 8 leagues up the river, but 10 leagues from Point Lucena, where there is good anchoring ground in from 4 to 5 fathoms water. Its lat. is 6 deg. 50 min. S. and long. 49 deg. 53 min. W.

PARANA River. See PARAGUAY.

PARCEL's Shoals, or PRACEL's Shoals, are about E. N. E. from Cape Gracias a Dios, and nearly due N. from St. Catharine or Providence Island, and in lat. 15 deg. N. and long. 80 deg. 20 min. W. at the S. end of the shoal.

PARCELLARE Island, is about E. by S. at the distance of 18 leagues from the island of Arroes or Jakroes in the eastern Indian Ocean. When the island of Arroes, which is rather a great rock than an island, bears W. by S. about 7 leagues, this island will be seen at E. by S. half S. distant 11 or 12 leagues. If, on making it the distance and bearings should not be exactly such, endeavour to make them so, by steering E. or W. as occasion may require. If the channel is open, the flood tide will set here to S. E. by S. about two miles an hour, and the ebb to the N. W. or N. W. half W. though the tides frequently change here on account of the freshes that come down from the rivers on the main land of Malacca, as these islands lie near in with the shore. There is a fair channel and deep water between the island of Arroes and the sands off shore, in from 30 to 50 fathoms; but with that depth is a soft ooze, though it is good and hard ground on either shore. These sands are so steep, that with one cast of the lead a ship will have 30 fathoms, with the next 13, and with the next 7, when she must come about immediately, to prevent running aground. The soundings are not less uneven in the channel, being from 50 to 35 and 25 fathoms, and between the sands from 19 to 13 fathoms; but if a ship finds itself in 10 fathoms it should come no nearer for fear of the northernmost point of the sand, where there is only 5 fathoms when the island bears E. half S. and the next cast may find a ship fast upon the shoal. The breakers, however, will be seen at a distance, reaching for 2 or 3 miles in length. Within the sands, after passing these difficulties, is deeper water, till a ship comes into 22 fathoms and oozy ground; and though

it should get so far eastward as to see the trees on the island of Parcellare, where there is a bank of sand, yet there will be found 8 fathoms over it, and after that from 17 to 18 fathoms, with gradual shoalings quite to the shore. From this island to Achado, in the direction of the coast at S. E. half E. is a distance of 12 leagues. In passing to the S. E. through the straits of Malacca, a ship will beto the northward of the sands, when this island bears to the southward of E.

PARCELLARE Mount or Hill, is situated in lat. 3 deg. 15 min. S. and long. 100 deg. 57 min. E. having a variation of 2 deg. 30 min. W. being on the main of Malacca, from which the island is supposed to take its name, on a point or neck of land, all the country being flat and level about it.

PARDUBA Bay, on the coast of Brazil in South America, is situated on the South Atlantic Ocean, and in the fairway within the sands and rocks, about 10 leagues to the W. N. W. of Brandihi Bay. Ships may ride here within a sand which lies on the E. side of the entrance in from 3 to 4 fathoms water, and well secured, the channel going in on the W. side, the point of which is called Point Pedras, and has 4 fathoms in the going in. There is a channel within the shoals for 50 leagues from the River Siara at E. by S.

PARENZA or PARENZO Bay, is a bay of the gulf of Venice on the E. coast of Italy, and to the N. of Pola. The port town of its name stands on the bay, and is in lat. 45 deg. 30 min. N. and long. 14 deg. E. There are some rocks in the fairway between Rovigno and Parenza, which must be carefully avoided, because many good ships have miscarried on them.

PARGA, is a strong sea port of Venice, on the coast of Albania, opposite to the island of Corfu, and situated on a rock, in lat. 39 deg. 28 min. N. and long. 20 deg. 47 min. E.

PARGH's Bank or Shoal, in the North Atlantic Ocean, is laid down as situated between the Cape de Verd Islands and the main. The S. end is said to be in lat. 14 deg. 44 min. N. nearly due W. from Cape Verd, and in long. 14 deg. 17 min. W. It runs considerably to the N. Being represented in some charts as extending to the lat. of 18 deg. and is in some places 6 or 7 leagues in breadth. It is sometimes called PARGO's Shoal.

PARHAM Harbour, on the coast of the island of Antigua, in the West Indies, runs in deep into land to the southward. It has Bethel's Island in the bottom of it, besides several islands before it to the northward, and in the passage into it. Under the articles of LONG Island and MAIDEN Island, some account of its situation has been already given.

PARIA Gulf, is very frequently called the gulf of Andalusia, as being situated between the N. W. part of New Andalusia or Cumana, and the southern shore of the island of Trinidad, in lat. 9 deg. 12 min. N. and long. 62 deg. 6 min. W. The N. limits of the gulf are formed by Cape Salinas on the main and the N. W. point of Trinidad Island, See ANDALUSIA.

PARINA Point, is to the N. W. from the harbour of Payta on the coast of Peru, and on the South Pacific Ocean. From Payta to this point the coast forms a large bay, with low land and some white hills all the way. Ships should not, if possible, come into this bay; for it contains many shoals that have been thrown up by the freshes from the River Coquima, and is very subject also to dead calms. The land beyond, or to the northward of the point is much the same; but there is a shoal which faces the point on the windward side, and the land is low there, making like two islands. Ships may anchor under the lee of the point in 12 fathoms. The country within the point is very high and mountainous; and along the coast about midway from the point towards Cape Blanco are several coves and bays, as Malaca and Talara or Farala.

PARK, a road so called on the coast of Sussex, on the S. E. side of the island of Selsea. To go into it, bring Chichester Church open of Strange Trees at N. half W. or N. by W. and run in, where there will be found better anchorage than in the Downs, in 4 or 5 fathoms water, when Selsea Bill bears W. by S. half S. between 2 and 3 miles distant. The tide here makes high water on full and change days at half past 10 o'clock; but it flows little more than 4 hours and ebbs near 8 hours.

PARKGATE, a noted place on the N. shore of the River Dee, below the city of Chester, and the rendezvous of the packet boats from England to Ireland, which consequently occasions a great resort of strangers, that are continually passing

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PARO or **PAROS** Island, is an island of the Archipelago, and the smallest of those called the Cyclades, being almost centrally situated between the peninsula of the Morea and the coast of Asia Minor. It produces corn, cattle, and game in abundance, with excellent wine. It is about 10 miles in length and 8 in breadth, and is famed as being the place from whence the Parian marble is brought, which is proverbially esteemed for its whiteness. It has a harbour, called St. Mary, where a whole fleet may lie at anchor with security; though the Turkish galleys more commonly anchor in the port of Drio or Treon on the W. side of the island. It is in lat. 37 deg. 8 min. N. and long. 25 deg. 42 min. E.

PAROWROAH Harbour, to the eastward of Taloo Harbour, which is on the N. side of the island of Eimeo, at the distance of about two miles from it. The entrance or opening is to the leeward of the harbour, and is considerably narrower than that of Taloo, so as to be less eligible on that account, though it is much larger and more spacious within. See **EIMEO**. It is in the South Pacific Ocean, and in the neighbourhood of the famous island of Otaheite.

PARR's Point, on the N. E. side of the island of St. Christopher's or St. Kitt's in the West Indies, is the S. E. point of Half Moon Bay; but this part of the coast is rocky and but little frequented by ships.

PARRET River, is a river of Somersetshire, which, after passing by Taunton and Bridgewater, falls into the Bristol Channel below Huntspill, having first received the Brent River that comes down from Glastonbury.

PARROT's Bay. See **PAPAGAYO**.

PARROT's Island, or **POPPINGJAY**. See **POPPINGJAY**.

PARTIDO Island, a small island so called, which lies off from under the high hill of St. Martin, in the S. W. part of the gulf of Campeachy. It lies in the fairway of the course across the bay from Cape Catoche to Vera Cruz. See **CABESTES**.

PARTIFACK Haven, on the southern shore of the Bristol Channel, is 10 leagues at S. by W. from Hartland Point, being about 2 miles from Portqueen, already mentioned under Padstow, on the N. W. coast of Cornwall. Into this haven ves-

sels of 200 tons burden may go at high water, and run on shore upon the sand, out of the rage of the sea.

PARTNER Still, a ledge of rocks so called, which lies from the main, and shews at the last quarter ebb, and on the larboard side of the entrance into the harbour of Holy Island off the coast of Northumberland. To go in, get the soundings of the Still Ridge, as that is the boldest side, the other side being called the Stone Ridge, one part of which is always above water, and the channel lying in between them. Being got in, vessels may anchor near the Still rock. See **HOLY** Island.

PARTRIDGE Island, off Cape St. Mary on the coast of Nova Scotia, about 4 leagues to the N. E. from Castor Haven. This cape is the W. point of a haven to the S. W. from Green Island, which is probably White's Bay, in lat. 50 deg. 17 min. N. and long. 56 deg. 15 min. W.

PASCHU. See **PACHSU**.

Port PASQUET, on the S. W. side of the island of Majorca, in the Mediterranean, is open to the S. W. and S. S. W., but has anchorage in from 6 to 2 fathoms according as ships approach the bottom of the bay. It is bounded by two projecting points of land, that to the E. having two islands off it, with rocky ground about them, serving to break off the sea on that part.

PASSADO Cape, on the coast of Peru, on the Pacific Ocean, is a very little on the S. side of the Equator, and about 4 leagues at N. W. from the bay of Caracas. It is a high double land, full of low greens on the top, and is seen far out to sea. Just at the very end of the cape it forms a little upright hollow, with crags, which at a small distance have the appearance of a saddle. Cape Balnea, or Whale Cape, is about 6 leagues from the point, being a small white cliff. Near the point there is a small bay with several hillocks, to the leeward of which lies a little harbour, the entrance to which is pointed out by these hillocks. If a ship is to windward of the cape, and designs to come to an anchor, let her keep off about 4 musquet shots length from the shore, and drop the anchor just before a cross that will be seen there on the land, in 8 or 10 fathoms, taking care not to come in nearer. There are two watering places on the shore, one of which runs into

into the sea among the rocks, and the other is a laguna or great pond, about 3 or 4 musquet shots within land. From this Cape Passado the land makes a deep bay, bearing in at N. E. by E. then N. E. and suddenly turning to N. W. to Cape Francis or Cape Porfette, on the N. side of the equator. The distance from Cape Passado directly to this cape is 22 leagues at N. by E.

PASSAGE, within the haven of Waterford, not far from the S. E. part of Ireland. A long shoal begins within the river's mouth, which reaches northward to the village called Passage, and the tail of the land afterwards shoals over towards the E. shore; but there is a good road for ships of burden between Passage and the point. To go to the village, go on with the castle, keeping it on board the E. shore; after which there will be from 8 to 10 fathoms, but ships must not venture from the shore on account of another shoal that lies from the block-house at Passage, which shoal is dry at low water, and upon the shoal is a beacon at a distance, so that it must have a good birth. But there is sufficient room for this purpose in the channel. The W. shore, it must be remembered, is shoaly and foul; but on the other side there is a good road, over against a large house, in any depth from 4 to 12 fathoms. About half a league above the Passage, the stream divides, or which is the same thing, two rivers there unite their waters.

PASSAGE FORT, a small town so called, on the western shore of Kingston or Port Royal Bay in the island of Jamaica in the West Indies, about N. W. from Musquito Point, as it were in the side of a balon, S. S. W. from the mouth of Spanish Town River. From its situation, as may naturally be expected, it enjoys a brisk trade, and abounds, in proportion to its extent, with houses of entertainment.

PASSAGE Haven, on the N. coast of Spain, is a league to the eastward of St. Sebastian, and a league and a half at W. by S. from Cape Figure. At the W. side of the mouth of the haven, which is very narrow, is a round rock, which renders it very bad to come here with an ebb tide, but better with the flood; and on the E. side of the haven is a battery, without which it is all very clean, having no shoal or foul grounds whatsoever, except the rock just mentioned. The

town lies a little within the haven on the water side, before which vessels may come to an anchor in 7 fathoms. To the westward of the haven towards St. Sebastian is a sand bay in a bight, where there goes up into the land a little shoal river that is much resorted to by barges. It is defended by mountains against all winds, and is very spacious, and is a station for Spanish ships of war, being situated in lat. 43 deg. 30 min. N. and long. 4 deg. 53 min. W.

PASSAGE Haven, is a broad haven, situated on the river of Montage, on the coast of Portugal, about a league to the southward of the Cape of Montage.

PASSAGE Island, in the straits of Malacca in the East Indies. When the Bompes or Tree Islands bear E. in from 16 to 18 fathoms, run fair by them, in sailing to the S. E. till the North Trees bear W. by S. at which time this island will bear E. by N. and a small red island with 2 clumps of trees upon it at S. W. three-quarters S. All these must be left on the larboard, running fair by Passage Island, and giving it a birth of a quarter of a mile, for there are no dangers but what are visible. As soon as this island comes at N. N. E. the straits of Singapore will begin to open.

PASSAGE Island, an island so called in the entrance of the harbour of Cobeca, in the mouth of the river so named, near the N. W. part of the island of Porto Rico in the West Indies. This island extends quite thwart the mouth of the river, and leaves an entrance for ships only at the E. end of it, so that the harbour is behind the island.

PASSAGE Islands, the Great and Little, are two small islands so called, belonging to those called Virgin Islands in the West Indies, not far from the E. end of the island of Porto Rico, and in lat. 18 deg. 10 min. N. and long. 64 deg. 5 min. W.

PASSAGE Point, a point so called, going into the haven of Wexford, on the E. coast of Ireland, not far from the S. end of that coast.

PASSAGE Point, in the straits of Maghellan, or southern part of South America, is in lat. 53 deg. 45 min. S. and long. 73 deg. 40 min. W. being at the W. end of Royal Reach, and 5 leagues to the W. N. W. from Fortescue's Bay. There are some rocks and a small island round the point, which is also the S. E. Point

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Point of Elizabeth Bay, within which is anchorage, when this port bears at S. E. half E. at half a mile distance.

PASSAGE Port. See **PASSAGE Haven.**

PASSAIC River, a river of New Jersey in North America so called. It is principally remarkable for a prodigious cataract, that falls from a rock above 70 feet high, which renders it incapable of any continued navigation; but vessels trade upon it both above and below.

PASSAKE. See **MOLEWALE.**

PASSAMADA Island, a small island so called on the S. coast of Candia Island in the Mediterranean in the mouth of a bay, to the eastward of Point Aguiã.

PASSAMAGNADI River, is a considerable river of Nova Scotia in North America, which runs from N. to S. and falls into the North Atlantic Ocean on the E. of Fundy Bay. It is probably the same as **PASSAMAQUADA**, which is supposed to form the boundary between New England and Nova Scotia or New Scotland. In and off the bay so called are several fine islands.

PASSANG Island in the eastern Indian Ocean, is in lat. 5 deg. 52 min. N. and long. 104 deg. 30 min. E.

PASSAO Cape, a cape or promontory so called on the coast of Peru, and on the South Pacific Ocean.

PASSARO Cape in the island of Sicily in the Mediterranean, anciently called **PACHYNUM**, is a promontory of the Val di Noto, and lies opposite to Cape Spartavento, the southernmost point of Italy, from which it is distant 32 leagues at S. W. southerly, and 24 leagues at N. E. from the Island of Malta. It is also 55 leagues at W. and W. by N. from Pantalaria Island. From this cape to Syracuse is only 9 leagues at N. by W. Near this cape lie 3 or 4 islands; the ground off it is also very foul, and it does not on any account admit of ships anchoring near it. Ships going from this cape which design to pass to the southward of Candia Island, must sail E. by S. somewhat southerly. This cape is in lat. 36 deg. 38 min. N. and long. 15 deg. 22 min. E. and is a desolate and barren island of about a mile round, and not a peninsula as is generally represented. The point is the S. E. extremity of Sicily, and has a large light-house upon it. On first making it, the appearance of a low island presents itself, but it is afterwards

discovered to belong to the main land. The land to the northward of the cape begins to be high and mountainous, though there is another low point of land to the northward of this; and when this low point bears four or five leagues at N. by W. and Cape Passaro at S. W. by W. the high volcano of Mount Ætna, or Gibello, will be due N. the height of which is a noted sea mark for all the eastern and southern coast of Sicily.

Petit PASSE, is a channel so called, near the mouth of the river of Bourdeaux on the W. coast of France, lying between the sand bank called le Coubre Terre, which extends about half a league N. and S. and the point le Coubre on the main; but it has only 6 feet in it at low water.

PASSIEN Bay, on the coast of China, in the eastern Indian Ocean, is in lat. 16 deg. 35 min. N. and long. 107 deg. 42 min. E.

PASSO Calla or Bay, is at the mouth of a river very near to the S. E. extremity of the island of Sardinia in the Mediterranean sea. The island of Serpentera and two other small islands lie off to the E. of it, within which is anchorage in 12 fathoms.

PATAGOA River, on the coast of Brazil in South America, is situated on the South Atlantic Ocean. It comes in from the country inland behind the island called Ilha de Grand Ingenios, or the Island of Large Sugar-houses. See **INGENIOS.**

PATAGONIA, a country of South America, extending from 35 deg. to near 54 deg. of S. lat. being 700 miles long and near 300 broad in the broadest part. The E. coast is generally low, but has few good harbours; that of St. Julian is one of the best. It is so called from Patagons, a principal tribe of its inhabitants. There is no timber in the S. parts, though the N. parts contain an immense quantity.

Cape PATAM, on the coast of Malacca, in the Indian Ocean, is in lat. 7 deg. 27 min. N. and long. 101 deg. 20 min. E.

PATANI Cape or Point, in Siam Gulf. See **LIGOR Point.**

Little PATER-NOSTER Islands in the eastern Indian Ocean, are situated between the islands of Borneo and Celebes. They consist partly of small islands and partly of shoals, from lat. 2 deg. 15 min. to 31 min. S. and long. 117 deg. 12 min. E. extending about 8 leagues from S. E. quarter

quarter S. to N. W. quarter N. They are 8 in number, and nearest to the Celebes side of the strait, where there is a great bight. In coming from the N. it has been sometimes found, that ships have been unable either to weather them, or get to the westward of them, but have found themselves obliged to pass between them and the island.

PATER NOSTER Point, the E. point of the island of Oesel, so called in the Baltic Sea. See OESSEL.

PATER NOSTER Rocks, on the coast of Sweden, are to the northward of the island called Maelstrand or Masterland. The course from the Schaw is N. E. until the hill Britto is discovered to bear E. N. E. when ships must run in with it, and leave the Pater Nosters on the larboard side; after which the course is E. by N. and E. N. E. till a ship comes within sight of Maelstrand. It is only 5 leagues from the Pater Nosters to Harmen head, and 6 leagues farther to S. Wixholm.

PATERNOSTERS or *Pierres de LECK*, are some great rocks, a good way off from the shore, or N. W. part of the island of Jersey in the English channel.

PATHAHECOCKS Islands or Rocks, are on the coast of China, in the directions for sailing along this coast to the Quelan Islands, and so to Chusan, in lat. about 29 deg. 50 min. N. leaving them to seaward to the N. E. by E. and then steering away at N. N. W.

If, on the contrary, ships keep to seaward, and design to go to the island of Powto, these islands or rocks of the Pathaherocks are to be left to the larboard.

Fort PATIENCE, on the coast of Guinea, the name of a fort, belonging to the Dutch on the coast of Guinea, on the N. Atlantic Ocean.

PATIENCE Island, in the Bay of Naraganset, in the state of Rhode Island in North America, being about 2 miles long and 1 broad.

PATINA Cape, in the gulf of Siam, is in lat. 7 deg. 1 min. N. and long. 100 deg. 25 min. E.

PATMOS Island is one of the smallest islands of the Archipelago Sea, but possessed of several commodious ports. It is to the W. of the Island of Samos, in lat. 37 deg. 24 min. N. and long. 26 deg. 48 min. E. and about 20 miles in circumference, but is for the most part a barren heap of rocks, and is celebrated in history for its being the island to which St. John

the Evangelist was banished by the Romans, and in which he wrote his Apocalyp.

PATNA, a town of Asia to the N. of Bengal, where the English have factories for salt-petre, borax, and raw silk; it also produces large quantities of opium, and is in lat. 25 deg. 35 min. N. and long. 85 deg. 40 min. E.

PATOMAC, PATOWMAC, or POTOW-MACK, is a large river of Virginia in North America, which rises in the Appalachian Mountains, running to the S. E. and forming the boundary of Virginia and Maryland, till it falls into Chesapeake Bay. It is navigable for more than 200 miles, being from 7 to 9 miles broad; and the tide, which ebbs and flows regularly, rises about 2 feet in perpendicular height. The lat. of its mouth is 37 deg. 56 min. N.

PATRAS, is a city and port of the Morea, in European Turkey, having a castle on a mountain, near a bay of the Mediterranean Sea. It gives name to the gulf which runs between the Morea on the W. and the island of Cephalonia, and is in lat. 38 deg. 5 min. N. and long. 31 deg. 26 min. E.

Island PATRIA, on the W. coast of France in the Bay of Biscay, and within the river of Bourdeaux, is opposite to Blaye on one side, and is half a league in length, having to the E. end of it a reef of sand where there is not more than 2 fathoms water in the passage between it and the island. Between this island and the island of Blaye there is scarce 1 fathom and a half water. On the other side, the sands extend for 6 leagues all along from Surin Bank to the island of Patria up the river according to the course of the water, but nearer to the S. than to the N. side of the river.

Port PATRIARCH, on the coast of Barbary, is due S. from the island of Candia in the Mediterranean Sea, and on the S. shore of that sea; but we know no use it is of in navigation, and therefore we shall not describe it more particularly.

PATRICK's Island or Rock, is on the N. E. coast of Ireland, a little to the southward of Killard Point, to the northward from Hoath Head near Dublin. Its lat. is 53 deg. 35 min. N. and long. 6 deg. 40 min. W.

Port PATRICK in Scotland, a small town in Wigtonshire, which is noted for its ferry to Donaghadee near the N. E. part of Ireland, from which it is distant only

only 20 miles. From this port 9 men are required by an act of parliament (1795) to be sent to the royal navy of Great Britain, as a proportion for raising 20,000 seamen.

PATRIKFIORD, in the Island of Iceland, in the North Frozen Ocean, is in lat. 65 deg. 36 min. N. and long. 24 deg. 10 min. W.

Bark of PATRON, in the Indian Ocean, is in lat. 5 deg. 3 min. S. and long. 62 deg. 40 min. E.

PATTAHAN River, in the Island of Sumatra, falls into the straits of Malacca in the Indian Ocean, in lat. 0 deg. 28 min. N. and long. 102 deg. 25 min. E.

PATTENWEEN, one of the small towns and havens, on the N. shore of the Frith of Forth, situated between Fifeness and Ellness. It has 7 or 8 feet at high water on neap tides, and 10 or 11 feet on the spring tides.

PATTI, is a small sea port of the Val di Demoni in the island of Sicily in the Mediterranean Sea, about 16 leagues to the W. of Messina, and near the ruins of the ancient Tyndaris, in lat. 38 deg. 41 min. N. and long. 14 deg. 50 min. E.

PATUXEN River, is a river of Maryland in North America, on which the town of Annapolis is beautifully situated though small. This river is neither so considerable in depth, breadth, or extent, as the Patomac, but it is navigable for some kind of vessels or other, as are most of the rivers and creeks of this state.

PAVILLION Island, a small island so called on the coast of Peru, situated on the South Pacific Ocean, which is seen in passing from Cobija to the River Lora. It is S. from the headland of Tarapaca or Carapoucha, and distant from Pica 5 leagues due N. It is so called, because it looks like a tent, the upper part being black and the lower white. Behind the island on the main is a creek, where boats go in for fresh water, this being very scarce on all the coast.

St. PAUL's Bay, in the Island of Malta in the Mediterranean, is a deep bay on the N. E. side of the island and towards the most northerly part of it. Off the northernmost point are some small islands, running directly out to seaward which add to the shelter and security on that side, though it otherwise runs deep in, and has anchorage in 6 and 5 fathoms a good way within, opposite to the fort, and shoals to 2 fathoms.

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Bay of St. PAUL in the Island of Bourbon in the Indian Ocean, is on the W. side, and lies open to the N. W. the peninsula on which the town of St. Paul is built being on the N. E. side of the bay. This is the only road for ships in the island, and boats only can land here.

St. PAUL's Bay, on the N. W. shore of the river of St. Lawrence in North America, is situated beyond the gulf between the island of Coudres and the main, about 6 leagues below Cape Torment, where the chain of mountains of 400 leagues in length terminates from the westward.

St. PAUL's Bay, on the N. W. coast of Newfoundland, in the gulf of St. Lawrence, is in lat. 49 deg. 50 min. N. and long. 57 deg. 55 min. W.

Cape St. PAUL on the coast of Spain in the Mediterranean, is nearly S. from Alicant, about 3 or 4 leagues, and nearly N. from Cape de Pallo or Palos, about 17 leagues. The land is all the way mountainous from Cape Palos to Alicant, and so high that in the night seamen without the greatest attention and care may be deceived, by thinking it farther off than it is, and thence running on shore before they are aware; but the shore is very good, being a fair and smooth strand, bold and safe, so that ships may sail along in from 12 to 14 fathoms within call or hearing of the land. There is a fire tower at the end or point of the Cape. See *St. PAUL's Island*.

Cape St. PAUL, on the W. coast of Africa, is about 5 leagues from the river Volta, at E. a little northerly. It is a low cape, and falls off with a tail of dry sand into the sea; between which the land seems to be broken and uneven, so that the dry sand appears like an island. Between them is Cape Montego. The coast from St. Paul then trends N. E. easterly, for 5 leagues to Quatra Montes, being 3 or 4 hills close together, and 2 leagues more to Cape Baxos.

St. PAUL's Island, a small island off the cape so called, on the coast of Spain in the Mediterranean, about 4 leagues from Alicant. It is frequently called Plane Island, and lies about two miles from the cape. Between them, nearly in the middle of the channel, is a dangerous rock under water, of which those ships must beware that go through this passage, by keeping nearer to the cape than the island; but care must also be taken not to go too near the main, as the point is also

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foul ground. A ridge of rocks also runs off from the island to S. W. by S. into the sea, so that ships must beware not to come too near in passing without the island; but by keeping off a little, they may run over them in 7 fathoms.

St. PAUL Island, in the Indian Ocean, is a little to the S. of Amsterdam Island, being situated in lat. 37 deg. 51 min. S. and long. 61 deg. 2 min. E. It lies nearly in the fairway of the direct course for the East Indies from the Cape of Good Hope.

St. PAUL's Island, a small island which is situated between the islands of Newfoundland and Cape Breton in North America, about 5 leagues to the N. E. from N. Cape at the extremity of the latter island. Its lat. is 47 deg. 13 min. N. and long. 60 deg. 2 min. W.

St. PAUL's Island in Panama Gulf or Bay, on the North Pacific Ocean, and on the W. coast of the narrow part of the country or main between the Gulf of Mexico or Caribbean Sea and that ocean. It is the most southerly of the islands called Pearl Islands, as Pachea is the most northerly. On the N. side of this island of St. Paul's is a deep and well inclosed channel, and a good place even for careening ships, if occasion should require.

St. PAUL de Leon, on the N. coast of France. See **ST. POL** de Leon.

St. PAUL's River, which has Cape Monserado for its most easterly point, is on the W. coast of Africa, and about 12 leagues at S. E. by E. from Cape Mount. It is but a small river, though in the rainy months from May to October, the water is very high, and pretty large vessels may go in; at the entrance of which is anchorage in from 6 to 16 fathoms as near the shore as may be agreeable. The coast forms a small bight from the river to Cape Monserado or Mesurado, being flat and grown with trees. See **MESURADO**.

PAVOASAN is a town of the island of St. Thomas near the W. coast of Africa, having a good harbour, being situated under the Equinoctial, and in long. 8 deg. 30 min. W.

Porto PAVONE, in the island of Nisida, near the coast of Naples in the Mediterranean, is so called from the harbour's spreading so as to resemble a peacock's tail. See **NISIDA** Island.

PAUSILYPUS Point, on the coast of Italy, behind which lies the island of

Nisida towards Pozzuoli. See **NISIDA** Island.

PAYTA, or **PAITA**, a small Spanish sea port of Quito on the coast of Peru in South America, and situated on the South Pacific Ocean. Here is a small bay, defended by a fort, and it is so circumstanced that even muskets alone can hinder boats from landing, being under a pretty high hill, on the summit of which is another fort that commands the town and the lower fort. Different accounts agree in this, that the soil on which it is built is barren and sandy, and that it has neither water, greens, or any other refreshments, except a few goats and some fish. The inhabitants are supplied with these from Colan, which is about 3 leagues to the N. on floats, and cattle are brought from Piara at 40 miles distance. Their water is impregnated with *sarsaparilla*, and accounted wholesome.

Notwithstanding these disadvantages, it affords the best bay on this part of the coast, with secure and commodious anchorage in from 6 to 20 fathoms water, being well covered from the S. W. by a high point of land; so that the water is smooth and calm, and the bay is large enough to contain a numerous fleet, and afford shelter to it. This is the only place where ships can refresh in their passage to Callao, and the common rendezvous, as may naturally be expected, of vessels from Acapulco, Sanionatte, and other places on the W. coast of South or North America. About a mile and a half from the town is anchorage in 10 fathoms and a half. It is in lat. 5 deg. 15 min. S. and long. 80 deg. 55 min. W. It is 11 leagues due N. from the island called Lobos de Payta, the coast within them forming the large bay of Cechusa, from the town of which name this port is distant also 10 leagues and a half to the N. W. See **COTTONA**.

PAYTA Island, otherwise called **LOBOS** de Payta, which see.

PAXAROS Island, on the coast of California in North America, and on the North Pacific Ocean, is in lat. 30 deg. 18 min. N. and long. 120 deg. 45 min. W.

PAZAROS Island or Rock, in the Eastern Indian Ocean, one of the Ladrone Islands so called, to the N. E. from Serignan, and to the S. W. from Guignan, in lat. between 17 and 18 deg. N.

PEACE Island, on the coast of Nova Scotia,

Scotia, is a little to the southward of Mirachi Port, and not far from Bonaventure Island.

PEARL Island, in the West Indian Sea, is a small island or shoal so called, in lat. 14 deg. 53 min. N. and long. 79 deg. 15 min. W. It seems probable that this was meant for the PRACEL.

PEARL Islands, in the bay of Panama on the W. coast of America, the same with what have been called King's Islands. See KING's Islands.

PEARL River, one of the rivers that waters the back country of the states of the Carolinas and Georgia in North America, and discharges itself into the great River Mississippi, or rather the eastern branch of it in Lake Pontchartrain, which falls into St. Louis Bay.

PEARN's Point, on the W. side of the island of Antigua in the West Indies, off which are the Five Islands, is the W. point of Musketto Cove. It is a rocky and foul point, and vessels must not come too near it; but the water near the shore is not very deep there. See MUSKETTO.

Great PEDEE River, a river of North America so called, which rises in the Apalachian Mountains, and directs its course to the S. E. until it discharges itself in the North Atlantic Ocean. It traverses a large tract of country from the N. W. and receives a vast number of tributary streams, and at last unites with the Wackamaw River within the long peninsula to the S. W. from Cape Fear.

PEDRA Point, sometimes called Point PEDRO, is the N. point of the island of Ceylon in the East Indies, and bears at S. E. from Calimere Point, or the extremity of the Coromandel coast. It is 8 leagues at E. by N. and E. N. E. from Hammon Heil, or Lanrodien, off the Heil of Mannare; but a ship must take a circuitous track by holding off from the land to avoid a shoal that lies between them. This point is also about 14 leagues to the N. W. from Molewale or Passake, and 26 from Trincomale, the course from Molewale being, along shore, not more than a gun-shot from land, nor less than half a gun-shot, on account of a long shoal which stretches along in a direction parallel to the shore. Ships must not come nearer to avoid the shoal, nor keep farther off, because of a sunken rock, on which is but 9 feet water, which must be left to sea-board. This rock

is also surrounded with a very great flat of sand, and lies near 10 miles off in the sea, at E. and E. by N. from the point of Pedra; nor must a ship come within 3 fathoms and a half of it. Its lat. is 9 deg. 52 min. N. and long. 80 deg. 27 min. E. See MOLEWALE.

PEDRA Shoals, in the West Indian Sea, extend from 17 deg. 20 min. to 30 min. of N. lat. and from 77 deg. 9 min. to 79 deg. 17 min. of W. long.

PEDRAIRA Shoal, on the W. coast of Africa, bears N. E. and S. W. with the island of Arcaste; for which see ARCASTE and BALUMA.

PEDRAS Point, is about 7 leagues to the E. S. E. or thereabout, from the strait of St. John's Island and the first point of the coast of Brazil. The W. part of this course is full of small islands, and shoals that lie off from and round about them, which render it dangerous to come within 3 leagues of the main. Some inlets and rivers also come in behind these shoals. It is 75 leagues from Cape North to this point across the mouth of the great River Amazonas. The shore from this point trends to the S. E. by E. 5 leagues to the River Cayta or Pyrva, and formerly called the Fleman or Dutch River. The point is in lat. 40 min. S.

PEDRAS Point, also on the coast of Brazil, is the point of the bay of Parduba, already mentioned, near which, at the going in, is a depth of 4 fathoms; it is about 10 leagues to W. N. W. from the bay called Brandihi.

PEDRAS River, is on the N. W. side of Punta des Pedras, at the southern extremity of the great river of Amazons, otherwise called the Stony River, the W. point of which runs far out into the sea, and joins the flats of the islands which lie across the mouth of the great river.

Cape PEDRE, PEDRA, or PEDRO, is the easternmost point of the island of Majorca in the Mediterranean Sea, being about W. by S. southerly from the southernmost part of the island of Minorca. From hence to the S. W. to Port St. Pedro is a clear and good coast all the way.

Baxos de St. PEDRO, a shoal so called on the W. coast of Africa, in the way from Cape Roxo to Sierra Leon, without which ships may shoal from 19 fathoms going S. westerly, in 10 or 11 fathoms, but they must take care not to have less than 9,

and when it increases to 12 or 13 fathoms, they will certainly be past this shoal, and may run in towards the shore at S. E. to 19 or 20 fathoms, and then to 7 and 8 fathoms, being a tail that shoots off from an island, after which there will again be 19 and 20 fathoms.

PEDRO BLANCO, on the eastern coast of China, is in lat. 22 deg. 5 min. N. and beyond the coast of Canton. It is a little rock in the sea, having clean ground all round it; so that ships may pass within or without it, either by day or night, only keeping the lead and line in hand. To go without it keep in 26 fathoms, and on the inside in 13 or 14, and the passage will be safe. About 4 leagues to the N. N. W. from it is a point that stretches out to seaward, to the W. of which is Harling's Bay.

St. PEDRO Channel, is the passage so called between the small island of St. Pedro and the main, at the S. E. end of the island of Leon, on the N. W. extremity of which the city of Cadiz is situated. Over this channel, more than half way up, is Suasso Bridge which unites the island to the main, above which the ships of war are laid up.

St. PEDRO Island, is a small island to the S. E. from the city of Cadiz along shore, near the mouth of the channel so called, at the S. E. end of the island of Leon. There is a tower upon it, and off the E. end a depth of 2 fathoms and a half at low water; but to the N. W. it is shoaly to a considerable distance from that end of the island.

St. PEDRO Island, is about 3 leagues due W. from the main land of the island of Sardinia in the Mediterranean, 10 leagues at S. by W. from Point St. Marco, and 3 leagues at N. W. from the island of Palma de Sall. The Rock Taro is about 5 leagues to the S. E. from it. The island of St. Pedro is stony and shelly, and appears of a reddish colour; its W. end seems high, and bends crooking downward, about a mile from the highest point, and at the E. end there are two rocks above, and some under water. Between the island and main is a fine large channel to turn in, and there is also a good road in westerly winds to the eastward of St. Pedro.

St. PEDRO Island, one of the group of Islands called the Marquesas, in the South Pacific Ocean, being about 3 leagues in circuit, and 4 leagues and a half to the

southward of the E. end of La Dominica Island. It is situated in lat. 9 deg. 58 min. S. and long. 138 deg. 51 min. W.

St. PEDRO Point, in the island of Majorca in the Mediterranean, for which see *Cape PEDRE*.

Great PEDRO Point, on the S. coast of the island of Jamaica in the West Indies, is a very distinct point of land, from whence the land turns one way nearly due N. a little westerly, and the other due E. and then southerly. There is 20 fathoms very near this point on each side of it.

Little Point PEDRO, is to the E. from Great Point Pedro, on the S. coast of the island of Jamaica. It is within a shoal that lies off from the coast, and partly dries, but has 5 fathoms water within it, and 10 close on the outer edge of it.

St. PEDRO Point, on the coast of Chili in South America, is on the South Pacific Ocean, and is 14 leagues at S. S. W. from Cape Galera, and 8 leagues at N. N. E. from Point Quedar. See GALERA.

Port St. PEDRO, in the island of Majorca, is on the S. E. side of the island, and at S. W. from Point St. Pedro, or the easternmost point of the island. It is 4 leagues to the N. E. from the S. point of the island, and is a good harbour, where no wind can come but a S. E. and on the larboard side of the entrance is an old ruined castle.

Port St. PEDRO, on the S. E. coast of Brazil in South America, on the South Atlantic Ocean, is situated to the S. W. from the island of St. Catherine, between that island and Cape Maria, at the entrance into the River La Plata.

Port St. PEDRO, on the coast of Chili in South America, and on the South Pacific Ocean, is contiguous to the point of its name. See *Point St. PEDRO*.

St. PEDRO Reach, in Hughly River, in the East Indies, sometimes called JOHN PADRE's, or FATHER JOHN's Reach, and sometimes SUMATRA Reach, is the next below William and John's Reach; for an account of which see PEDRO's River, and SUMATRA Island.

St. PEDRO River, on the W. shore of the gulf of Mexico, is a river so called which comes down from the westward, and falls into the gulf in the lat. of about 21 deg. N. and 98 deg. W.

St. PEDRO River, on the coast of Chili. See *Port St. PEDRO*.

St. PEDRO Shoals, are certain shoals which lie in a direct line to the N. W. from the island of St. Pedro, off the southernmost point of the island of Leon. See *St. PEDRO Island*.

St. PEDRO Shoals, are about 12 leagues from Portland Point on the S. coast of Jamaica, and extend for 15 leagues E. and W. the shoals called Saronilla being 25 leagues to the westward of them.

PEEL Road, is on the N. W. side of the Isle of Man in the Irish Sea, about the middle of the island, having a small island on the W. side of it, with a castle upon it. Bring the island to bear at S. W. about the distance of a mile, and there is anchorage in 10 fathoms water; or if the ships go farther in, bring the island at W. and there will be 7 fathoms, being a good road for southerly and easterly winds. It is in lat. 54 deg. 12 min. N. and long. 4 deg. 40 min. W. and has high water on full and change days at half past 10 o'clock.

PEENANG Island, or Prince of Wales's Island, is at the entrance of Malacca Straits, close to the coast of Malaya, near the port called Quedah, in lat. 5 deg. 30 min. N. and long. 98 deg. 40 min. E. It is between 30 and 40 miles in circumference, and produces the necessaries of life, such a wood, cattle, hogs, poultry, canes, rice, fruit, and vegetables, and the largest ships may lie safely in the channel in 15 fathoms water, having several good bays.

PEERDMARKT Sand, is a bank which shoots off from the E. point of the harbour of Sluys, on the coast of Flanders, and is very steep. There is a buoy upon the point of it, which will be seen on going into the channel of the Inner Weilings between the Inner Bank and Cadfant; this buoy must be left on the starboard side, and St. Lambert's steeple kept without the S. sand hills of Cadfant, until a ship is near to Sluys Harbour.

PEGU River, is a river of India beyond the Ganges, or the eastern side of the bay or gulf of Bengal, which rises to the eastward of the River Ava, and directs its course to the S. until it joins that river a little to the northward of its influx into the sea. It is navigable to some distance from its mouth, and has the town of its name on the eastern shore,

in lat. 17 deg. 10 min. N. and long. 97 deg. 0 min. E. At the season of the year, when the sun is vertical, this river overflows its banks, a circumstance that contributes greatly to the fertility of the soil of the adjacent country. The houses of the town are built of wood, and are raised on high pillars so as to be out of the reach of the waters; the whole country being very flat and low, the land can only be seen to a small distance at sea. It is observable that here, as in China and Japan, the guns and rudders of all foreign ships are carried on shore during their stay, which is a great impediment to commerce.

The whole coast of Pegu, and to the southward of it as far as to 8 and 7 deg. of N. lat. is crowded with numberless islands and rocks, which stretch out from 20 to 30 leagues from the shore. To sail for the river of Pegu, it is advisable to make the coast either in 11 deg. 10 min. or 12 deg. 30 min. of N. lat. so as to go above the Nicobar Islands N. and below the Andaman Islands S. and so go away to the King's Channel within the Island Le Grand, and to the coast of Mergu at N. E. by N. But to go to Pegu itself, keep a more northerly latitude, and stand over in 15 deg. to Point Negrais and the Diamond Islands.

It has been recommended, with good reason, to pass between the Coros and the most northerly of the Andaman Islands, on account of the winds which generally there blow hard at S. besides having a very strong current setting hard into the bay, which render it dangerous to go lower or farther S. among the Mortavan and Andaman Islands; for these are very difficult places. If ships can hit this passage, it will be advisable; and it is said, that by keeping a more northerly lat. a ship will be in danger of losing her passage by being pushed up too far into the bay. The course for this passage is, in coming from the W. to steer away E. by N. from lat. 12 deg. and a half upon the coast, and being through the passage, then to steer N. E. by N. for Point Negrais on the S. W. coast of Pegu, or N. E. to make the Diamond's Islands and Rocks, or E. by N. and E. N. E. to go for the gulf and river of Pegu.

From the Diamond Island to Pegu the course is E. by S. and E. S. E. until a ship is past the shoals, which lie off from the

the S. coast of Pegu, and reach into the sea, in some places, as far as to 10, 15, and even 20 leagues from the shore, though there is a good depth of water over a great part of them. Ships may steer from the Diamond Island to Braque Point on the main, being about 25 leagues distant at N. E. by N. and a remarkable high point that is known by all seamen who have passed that way. From hence to the mouth of the river of Pegu is a clean coast, keeping along shore within 3 or 4 leagues; and, on approaching it, three trees will be discovered on the W. point of the entrance. But there is a bar at the entrance, on which is not more than from 12 to 13 feet at low water, and a very fierce current out; but there is a greater depth of water in with the flood, and enough after ships are within the bar. This is one of the ports where ships should trade with caution on this coast; hence it is that we have recommended going to the island of Little Negrais. See NEGRAIS.

PEIGNES Islands, in the Archipelago, are certain small islands so called on the E. side of Milo Island, but at some distance from it.

PEKIN, or PEKING, the capital of the Chinese empire in Asia, is about 200 miles to the W. of the Kangor Yellow Sea, a bay of the Eastern Ocean so called. As an inland place, we can but barely mention it, as being situated in lat. 40 deg. 0 min. N. and long. 116 deg. 24 min. E.

PEL Bank, on the coast of France, is to the S. of Cape La Hague near Alderney, and to the southward of Cape Carteret, being E. a little northerly from the N. E. point of the island of Jersey. The Grune Bank is not far from it, and directions are given under that article for sailing along the coast. See GRUNE.

PELCUDA Island, is about 3 leagues at S. E. from Athens, and 4 leagues at W. by S. from Cape Colonnii. There are many rocks about it, some of which are under water, and are therefore dangerous; yet there is good anchorage at the island in from 17 to 18 fathoms, and good ground.

PELEE Island, on the N. coast of France, is to the N. E. of Cherburgh, and near the eastern point or opening of that harbour. It is 400 fathoms in length from N. W. to S. E. and 300 fathoms in breadth, and serves to protect and screen the harbour from the violence of

winds from that quarter, though it is itself nearly overflowed at high water. There are 4 fathoms water within the jetties, projected by Marshal Vauban, to contract the eastern entrance, so as to admit only small vessels between the points of those jetties, and 6 and 7 within this island.

PELEW Islands, heretofore called PALOO Islands, from the tall palm-trees which grow there in great numbers, and at a distance have the appearance of masts of ships, the word *Palos*, in the Spanish language, sometimes signifying a mast. The Antelope Packet was wrecked here in the night between the 9th and 10th of August 1783. They are situated between 5 and 9 deg. of N. lat. and from 130 to 136 deg. of E. long. and are about 18 in number, being generally long but narrow, and well covered with wood; but on the W. side they are encircled by a reef of coral, but of what extent we are not informed.

PELGRINI, on the E. shore of the Mediterranean Sea on the coast of Asia, is 4 leagues from Cape Carmel, its castle having three spires upon the towers of walls of the old building. Under the castle is a good road for ships with from 6 to 7 fathoms, but the ground is base and rocky, as it is on most of the coast hither from Tripoli.

PELICAN, or PERLICAN, on the E. coast of Newfoundland. See PERLICAN.

PELICAN Cays or Islands, on the S. coast of the island of Jamaica in the West Indies, lie off the point so called, to the westward of Port Royal Harbour, and are small shoals or islands scarce above water.

PELICAN Island, a small island so called at the extreme S. W. point of the island of Antigua in the West Indies, opposite to Johnson's Fort on the land.

PELICAN Point, is a point of land within the shoals or islands of the same name, to the westward of Port Royal in Jamaica.

PELICAN Rocks are situated in Run-away Bay on the W. side of the island of Antigua in the West Indies, towards the N. W. part of the island, of which ships that come hither should particularly beware, as they lie under water.

PELIER Island, on the W. coast of France, is at W. by N. from the Point Robandier in the island of Noirmoustier.

PELLA

PELLA Cape, on the coast of Dalmatia in the gulf of Venice, off which are two rocks, between which and the shore is a great shoal, but there is a channel for ships between, where they ride, the deepest water being in the channel. Keep so close to the largest rock, as to be able to throw a biscuit-cake on shore, being very steep and secure; but there is another shoal about half a league to the S. E. from this rock, where there is not more than from 8 to 9 feet water, and will be discovered by the heaving of the lead, as there is 16 fathoms very near to it. From hence to Long Island is 22 leagues at S. E. easterly.

PELLICAN Shoals, near the S. W. part of the island of Barbadoes in the West Indies, are at a small distance from the coast to the N. W. from Bridge Town, and consist of several small patches or sand banks, generally within half a mile of the shore.

PELTING Scars. See the next article.

PELTING Sound, on the N. coast of the Finland Gulf, is 11 leagues at E. S. E. from the channel of Elsingros. This channel is sheltered by so many rocks on each side that they are like a wall, affording security and shelter from all winds, shooting off from the sound to the sea southward, and called the Pelting Scars. Putsfagre Rock is 5 leagues to the eastward of the sound.

PELUGOSA Island, in the Adriatic Sea or gulf of Venice in the Mediterranean, is in lat. 42 deg. 20 min. N. and long. 18 deg. 32 min. E. near the coast of Italy.

PELUSIUM, which is now called DAMIETTA, is a city of Egypt, situated on the eastern branch of the River Nile, about 4 miles from the Mediterranean Sea. It was formerly a considerable sea port, but the western branch of Rosetto is now most frequented. This ancient city is in lat. 31 deg. 10 min. N. and long. 31 deg. 16 min. E.

PEMAQUID Point, a noted point so called on the coast of New England in North America.

PEMBA Island, on the S. coast of Africa, sometimes called Tomba, or Jumba, is in lat. about 3 deg. 30 min. S. and long. 11 deg. 36 min. E.

PEMBA Island, on the E. coast of Africa, is in lat. 4 deg. 32 min. S. and long. 40 deg. 40 min. E.

PEMBROKE, in Wales, the county town of Pembrokeshire, is situated on the southernmost creek of Milford Haven, and has been a place of good account, though it is somewhat declined, as its navigation has been injured by the rubbish of the lime-stone quarries near it. But it had heretofore a good resort of shipping, and has a custom-house. Its lat. is 51 deg. 43 min. N. and long. 4 deg. 55 min. W.

Cape PEMBROKE, on the eastern coast of the Welcome Sea, or northern branch of Hudson's Bay, is in lat. 62 deg. 51 min. N. and long. 82 deg. 19 min. W. and has high water on full and change days at 12 o'clock. Between this cape and Sea Horse Point to the northward a little easterly, in lat. 64 deg. N. a large bay intervenes.

Cape PEMBROKE, is the S. E. point of the easternmost large island of the two principal of the Falkland's Islands in the South Atlantic Ocean, and the S. point of Berkley's Sound, or Acaron Bay. Sea Lion Islands are to the S. W. from it.

PENARTH Bay, to the westward from Swansea Bay on the coast of Glamorganshire, and on the N. shore of the Bristol Channel, is situated between the point so named on the E. and Oxwich Point on the W. Here is safe riding for ships, defended from a W. and northerly wind, in from 7 to 10 fathoms water.

PENARTH Point, the easternmost point of Penarth Bay on the coast of Glamorganshire, is to the W. from Mumbles Point, a little northerly, 4 or 5 miles.

PENCARNE Point, on the N. W. coast of Cornwall, is to the S. W. from the Cow and Calf Rocks to the westward of Padstow, and the W. point of a small creek or opening at the mouth of a small rivulet.

PENDRAGON, a village to the northward of Worcum on the eastern or Friesland Shore of the Zuyder Zee, and a little within land, and about E. S. E. from Mackum, also on the shore to the northward from Worcum; it is a mark for the Ighelboeck Buoy, and also for passing the tail or dead swatch of the point of Waert, or projecting point of the Broad Sand on the W. side of the channel, to the westward of the Ton on the bight.

Cape PENE, the N. W. point of the island of Sardinia in the Mediterranean Sea,

Sea, is 9 leagues from Afanaria Island, and 16 leagues at N. by W. from the islands of Costa di Dona.

Cape PENE, on the S. coast of the island of Newfoundland, is not far from the E. end of that coast, and stretches out from Trepassis Bay to the S. W. It is also at E. N. E. from Cape English.

PENGUIN Island, a small island so called, a little northward from Table Bay at the Cape of Good Hope, or the town so called, the coast of which is every where foul, but from the S. end has a reef of rocks running off to the S. towards the W. point of Table Bay. There are various soundings from 20 to 10 and 8 fathoms on the W. side, and off the N. E. point of it, at a little distance of about a mile or half a league is anchorage in from 5 to 8 or 9 fathoms water.

PENGUIN Island, is a small island of the North Atlantic Ocean, about 10 miles to the N. E. of the coast of Newfoundland, which has its name from the multitude of birds of that name that resort to it, in lat. 47 deg. 22 min. N. and long. 57 deg. 2 min. W.

PENGUIN Island, on the coast of Patagonia in South America, on the South Atlantic Ocean, was some named by Sir John Narborough, and is 3 leagues only to the S. E. from Port Desire. There are several smaller islands or rocks near it, lying off from the N. E. point of Spiring's Bay, the nearest of which is only about a musquet shot from the main. There are 6 of them in number, and this island of Penguin, which is the largest and outermost of them, is about a mile from the main, in the direction of N. N. E. and S. S. W. about three quarters of a mile in length, and about half a mile in breadth from E. to W. It is high at the ends, but low in the middle, and is an entire uninhabited rock, abounding with penguins and seals, the latter of which spread themselves upon the sands, and about the sides and on the tops of the highest rocks. There are also many rocks and foul grounds among these islands, so that ships should keep off to sea about 2 leagues, and send a boat on shore for what they may require. A good large long boat may be loaded here in an hour with penguins only.

PENGUIN Island, a small island so called near the S. point of Adventure

Bay, near the southernmost part, round the E. side, of the extensive island of New Holland or New South Wales, in the South Pacific Ocean. Some excellent grass was found upon it by the Adventure's company. It is in lat. 43 deg. 20 min. S. and long. 147 deg. 36 min. E.

PENICHE, otherwise called New Lisbon on the coast of Portugal, at Cape Fiferon, is the point within the Bur-lings, and is 11 leagues at S. W. by S. from Cape Montage. A rock lies off from the point, to the southward of which is a large bay, where barges may run in behind, and lie landlocked. There is a high round hummock a little to the southward of Peniche; and in the bay against the high land is the little town of Atogic.

Porto PENIL, on the coast of Caramania in Asia, is on the N. shore of that part of the Mediterranean Sea called the Levant, and N. from the eastern part of the island of Cyprus, at a point about one fourth from the E. end of the island. It has Cape Curco to the eastward, which projects out southerly, with a land running off from it, and Port Cavalier is to the westward.

PENISCOLA, in the kingdom of Valencia, as it is called, is about N. W. by W. from the island of Majorca in the Mediterranean, and a town or city of Spain, about 5 leagues to the N. E. from Cape Oropezo. There is a good road in the bay close to the E. end of the city, with about 10 fathoms water; but if the wind is from the sea, there is danger here, as in other places on this coast, of running ashore, so that ships ride with two cables off to sea and a head-fast on shore. The town is situated on a high point of land, in lat. 40 deg. 29 min. N. and long. 1 deg. 6 min. E.

PENKEMAS Point, is the S. western point or opening of the River Tivy, on which the town of Cardigan is situated, but belongs to Pembrokeshire; from whence the land trends almost S. a little westerly to Neuern River or Newport.

PENLEE Point, at the S. W. part of Plymouth Sound, is on the coast of Cornwall, and bears N. by E. about 4 leagues from the Eddystone. To the northward of this point within shore is the fair sandy bay called Cauland Bay from the village of that name at the bottom of it under the hills, in which ships may anchor

anchor in 9 or 10 fathoms close under the land. On an eminence near the point is a tower, which serves as a mark for ships. There are some rocks near the point, but not to any considerable distance from shore; and by keeping off till Maker Church on the hill comes due N. there can be no danger to run in upon that mark until a ship comes off the village of Caudebec. This point bears E. half N. from the Ramie Head, which is the easternmost point of Witland Bay, not quite two miles; and from the Newstone Rock at the eastern opening of the Sound, about W. by N. not quite 4 miles. Of the dangers of the Sound, an account will be found under the article of Plymouth.

PENMARK Rocks, sometimes called PENNS, on the W. coast of France, are about 7 leagues at S. E. easterly from the Bec du Ras, and 10 leagues at S. E. by E. from the W. end of Point de Saint, and 4 leagues at S. E. by S. from Hôdiérne Bay. They are easily distinguished, as lying off from the main land S. about a league to seaward. On the S. point of Penmark or the main land, is a flat and thick tower, and a little to the westward of it a spire: and against the high land somewhat more to the eastward, is a village which appears at a distance like a castle, with a flat tower standing at the E. side of it, and two great rocks lying there close to the land. To go in here, if a ship is coming from the eastward, or if not, it must come into that position, and run along by the strand of the main land, leaving all the rocks on the larboard side, until it comes to a great rock that must be left on the starboard side. Run about to the southward of this, and having passed it, edge within it upwards towards the N. W. and there anchor in 3 fathoms at low water. In this situation no sea will then be visible; but at high water the sea comes rolling through the rocks with great violence. From hence ships may go away at high water to the S. E. to sea through the rocks, taking care to avoid such as are dangerous, because the coast is very full of them, and they are partly above and partly under water. There is 10 fathoms without the principal rock just mentioned, so that a great ship might go in there with safety, if occasion required. From the Penns to the islands of Glenan the distance is 3 or 4 leagues at E. S. E. but the island of

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Mutton is near a league to the northward of Glenan. The town of Penmark is in lat. 47 deg. 50 min. N. and long. 4 deg. 20 min. W.

PENMIS Point, is the S. W. point of St. Mary's Island, in Scilly, for which see *St. MARY*.

PENNAR River, in the East Indies, a considerable river which runs from the W. and falls into the bay of Bengal on the coast of Coromandel, a little to the N. of Gangapatnam, in lat. 14 deg. 43 min. N.

PENNON de Velez, is a port town on the coast of Barbary in the Mediterranean, situated in a rocky island, and defended with a fortress of very difficult access over against the town of Gomer, only about 5 leagues to the S. E. from the straits of Gibraltar, and in lat. 34 deg. 39 min. N. and long. 5 deg. 8 min. W. It is said that there is another town of the name, with a good harbour, 25 leagues to the E. from Ceuta, in lat. 35 deg. 25 min. N. and long. 4 deg. 0 min. W.

PENNS. See *PENMARK*.

PENNY, is one of the small places on the coast of India between Calcutta and Montipoli on the coast of Coromandel. A dangerous reef lies here off from the shore, running out into the sea at least 4 miles; but by keeping in from 14 to 16 fathoms a ship will certainly be without it, in from 6 to 8 miles offing.

PENOBSCOT Bay, is a large bay so called, on the coast of New England in North America, the mouth of which is 7 leagues broad, and interspersed with several islands. It is in lat. 44 deg. 9 min. N. and long. 68 deg. 15 min. W.

PENOBSCOT River, otherwise called PENTAGONET River, is one of the rivers of Nova Scotia in North America, contiguous to New England, which runs from N. to S. and falls into Fundy Bay, or rather the North Atlantic Ocean on the E. of it. This river is formed from 3 lakes by as many streams that issue from thence, which, after a course of about 130 miles, falls into the bay which takes its name from the river. Bethune Island is a large island which lies at the entrance into the channel. On each side of this river the land is high, but it is not navigable for more than 35 miles from its mouth, on account of its tumbling overfalls there for 2 miles in extent. It is in lat. 44 deg. 40 min. N. and long. 68 deg. 52 min. W.

PENRIS, PENRISSE or PENRYSE, is a town

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town of Glamorganhire, near the sea coast, which has a good harbour for ships, probably the same as Penarth. See PENARTH. It is in lat. 51 deg. 37 min. N. and long. 4 deg. 12 min. W.

PENRIS Point, off the coast of France, within which the British fleet anchored in November 1795, after they had defeated the French fleet; between which and the River Vilaine 7 or 8 of the French fleet anchored after the pursuit.

PENRIDWY Point, is on the W. shore of Traethmawr Bay in Carnarvonshire, and to the N. E. from Bardsey Island. It is a broad projecting point, within which to the northward is a small island, and a coast in a direction almost northerly to Pullhely, from whence it turns more easterly.

PENRYN, in the county of Cornwall, is situated on a creek within the harbour of Falmouth on the western shore, and is a tolerable town, having a considerable trade in the pilchard and Newfoundland fisheries. It is in lat. 50 deg. 10 min. N. and long. 4 deg. 59 min. W. By the act of parliament (1795) for raising 20,000 men for his majesty's navy, this port is required to raise a quota of 11 men.

PENS Rocks, are two clusters of islands so called, and distinguished by the names of E. and W. Pens, situated in the S. W. part of the middle or broadest part of Hudson's Bay, and lie to the N. W. from Cape Henrietta Maria. The W. Pens are off Howard's Creek to the S. E. of Cape Tatnam, which cape is the easternmost point of Hayes River.

PENSACOLA Bay, is a very commodious and extensive bay of the Gulf of Mexico on the coast of West Florida. On account of the sands, it is to be observed that ships of large burden cannot go into this bay farther than the road; but this is a very secure place of anchorage, being sheltered from the winds by the lands which surround it on every part except the S. Small vessels, however, which do not draw too much water, go up as far as to the town of Pensacola, which is the capital of West Florida, and is situated on the W. side of the bay in lat. 30 deg. 22 min. N. and long. 87 deg. 20 min. W.

Other accounts inform us that it is an excellent harbour; large and capacious, and safe from all winds, and that it has 4 fathoms water at the entrance,

deepening gradually within to 7 or 8 fathoms. The town is situated on the W. side of the harbour, and is defended by a fort called Santa Maria de Galres. To the eastward of the city is the long and narrow island of Rosa, within which is a channel into the bay from the E. the W. point of which is called Siguenca, and lies S. from the city; this channel within is from 1 to 2 miles broad, and near the opening into the bay has 16, 20, and 24 feet water, which increases in the bay to 30 and 35. There is a bar to the S. W. from Siguenca Point, and a reef of rocks from the opposite point of land on the W. by S. Oyster Cove is in the N. part of the bay, in the direction of N. E. from the city of Pensacola, about 4 miles deep and 3 broad; for the bay extends considerably that way, and round the W. point of the continent (Pensacola being situated in an island between two branches of the river) and to the E. of Pensacola, two small bays or coves open from the N. the westernmost of which is the careening place. There is from 32 to 35 feet water to the N. W. and S. W.; but it is very variable to the N. E. having in some places 23 feet, in others but 19, and farther up but 14. A reef of rocks crosses the mouth of the channel off the W. point from the gulf, round which is a lagoon or lake, having a narrow entrance, but wider within. A very fine river falls into the Gulf of Mexico to the eastward of the harbour, after running above 100 miles through the country; and the land produces plenty of trees that are fit for masts of ships, many of which are cut down and carried to Vera Cruz. It is 11 leagues to the E. of Port Louis and Mobile.

PENSACOLA River, peculiarly so named, belongs to West Florida, in North America, and discharges itself into the Mobile, before that river reaches the Gulf of Mexico.

PENSANCE or PENZANCE, is situated at the bottom of Mount's Bay in Cornwall near the N. W. angle, being a good port town, and has a considerable commerce, having many ships belonging to it; by which means it has become a populous place. It has a small tide pier, but which is not fit for very large vessels, as it comes dry at low water. The town is situated in lat. 50 deg. 5 N. and long. 5 deg. 59 min. W. It has high water on spring tide days at 5 o'clock. This port is required

quired to raise 35 men for the use of his majesty's navy by an act of Parliament (1795) for raising 20,000 seamen from the different ports of Great Britain.

PENSHINSKIAN Sea, on the E. coast of Asia, is within the peninsula of Kamtscharka, to the westward of it, and noticed under the name of Ochotsk; See **OCHOTSK**.

PENTECOST River, on the S. coast of the Island of St. Christopher's or St. Kitt's, is to the westward of Basseterre, between Gillfew's Gut and Bay and Half Castle Bay.

PENNSYLVANIA, a considerable state of North America, which communicates with the sea only by means of the River Delaware, being about 300 miles in length and 240 in breadth. Cape Hinchin is the only remarkable point of this state, and the Delaware is the principal harbour or bay. The river of Delaware is navigable 120 miles above Philadelphia, where it meets with a current that prevents any farther navigation; but the river abounds with creeks and coves, large enough to receive fleets of ships, where they may ride in safety.

PENTIRE Point, near the entrance into Padstow haven on the N. W. coast of Cornwall. There are 4 points on this part of the coast that are not far from each other, distinguished by several names; the most westerly of which is called Kersey Point, the next is Pentire Point, the third is Pentire Vean or little Pentire Point, and the easternmost is called Towan Point. The Gunnel goes in between the two points of Pentire. See **PADSTOW**.

PENTLAND Frith, is a dangerous strait that divides the northernmost part of Scotland or Caithness from the Orkney Islands, being about 4 leagues across, in which the sea runs with such force and impetuosity, by the meeting of the tides, that no wind can force a vessel against the current. Its violence is even felt on dry land; as in places that are exposed to the Frith and to the western ocean also, on a storm coming in from that quarter, the sea dashes so furiously against the rocks, as to throw vast quantities of water over the land so as to fall like heavy showers of rain.

PENTLAND Skerries, at the N. end of Scotland, on the largest of which two light-houses were erected in the year 1794, with lamps and reflectors, are situated in lat. 58 deg. 40 min. N. and

long. 3 deg. 7 min. W. It is high water here on full and change days at 11 o'clock. The northernmost is 116 feet and a half above the level of the sea at high water to the top of the vanes; but the other is only 94 feet and a half in height. The distance between the towers is 66 feet, in the direction by compass (the variation being about 2 points westerly) of S. S. W. quarter W. and N. N. E. quarter E.

From the highest tower the bearings by compass are as follow. The W. end of the Little Skerry bears S. by W. half W. about a mile, and a quarter distant, and the extremity of the foul ground of the Little Skerry at S. E. distant a mile and a half; the length of the Little Skerry, including the foul ground being about a mile and a half. Duncansby or Dungsby head will then bear at W. S. W. 4 miles and a half; Noss Head at S. W. by W. distant 14 miles; the N. point of Stromo Island, one of the Orkneys, at N. W. by W. distant 6 miles and a half; and the S. W. end of the Lother Rock at N. by W. distant 3 miles and three quarters. The Island of Copenshaw will also bear at N. E. by E. quarter E. distant 17 miles; all the bearings being by compass, and authorised as authentic by the Trinity House.

PENTRES Point, on the E. shore of Douarne Nez Bay, on the W. coast of France, is nearly due N. from Point Talgrith, and is so called from a village of that name contiguous to it on the land. Point de Pémblee on the same coast is almost due W. from it, a little northerly.

PENVENKELS Port, within Bardsey Island at the southern extremity of Caernarvonshire, and the S. W. limit of Traethmawr Bay.

PENVIS Point, on the W. coast of France, is the N. point of the entrance of the River Villaine; between which and the Island of Dumet which lies off the mouth of the river is the channel into it.

PENZANCE. See **PENSANCE**.

PEPCHIDIACHICH Point, on the coast of Nova Scotia in the gulf of St. Lawrence, is on the S. shore of the Great Bay of Chaleurs, to the W. S. W. from Port David; and is the westernmost point of a large bay that is formed on that side, the Island Caraquet, &c. forming the easternmost limit of the bay,

bay, which is at S. S. E. from Port David.

PETARIES, or **PREPARIES**, are a great cluster of rocks so called, that lie in the fairway to go to Cape Negrais or the Diamond Island, on the eastern shore of the gulf of Bengal. See **NEGRAIS**. If a ship is bound to Island le Grand, they must be left a great way on the larboard side; but to go to the Diamond Islands, they are to be left on the starboard, and sometimes a ship will pass by not far from them. They will be seen in the day-time above water, to windward, and making at sea like so many ricks of hay; but they must be carefully looked for in the night, so as to be avoided.

PEPPY Road in the Bay or Gulf of Siam, is on the E. coast of Malacca peninsula, on the eastern Indian Ocean. The course into this road is right in from the innermost of the Tarlson Islands, where ships may ride in from 3 to 5 fathoms; observing that there is a flat point of land from the main, and towards the soundings of Peppy, with a shoal stretching from it for 12 or 13 miles into the sea.

PEPUS, sometimes called **PEIPUS Lake**, is a lake of Livonia, which has a communication with the Gulf of Finland, by means of a small river, and also with the lake of Worsere to the S. of it, so that the latter may be said to pass through it; and likewise to communicate itself with the Gulf of Finland. It is about 40 miles long and 20 miles broad.

PEPYS Islands, the same with **FALKLAND Islands**, which see.

PEQUINA Terra, a small place on the W. coast of Africa; between Commenda and St. George del Minas; but the coast is full of rocks and reefs all the way.

PERA Island, in the Indian Ocean, is in lat. 6 deg. 10 min. N. and long. 97 deg. 41 min. E.

PEREE Rock, or **Pierced Rock**, lies before the mouth of the River Loire on the W. coast of France, which has been noticed under the directions for sailing into that river.

PERCIVAL Cape, is situated on a small island to the N. W. from Cape Orford, which last is the N. westernmost point of the large Island of Falkland on the W. of the Sound, in the South Atlantic Ocean.

PERDOE River, otherwise called **JOHN PERDOE'S River**, is in the River Hugh-

ly in that part of it called Padre's, Pedro's, or Sumatra Reach; it is a little river, that must be kept close aboard to avoid Sumatra Island which lies in the reach, so that a person might leap from the yard-arm on shore upon the steep of the point. In opening this river be careful to stem its current on the ebb as much as possible, till a ship is below the other point of it; and if a ship is not in very great haste, it would be prudent always to adapt the time to the first of the slack, for which purpose if the tide is ebbing it will be advisable to come to an anchor about half a mile above the Island of Sumatra until the next flood be spent. In that case, be sure to anchor under the starboard shore, where the slack will be about half an hour before it is high water in the stream of the tide, or on the other shore. As soon as a ship is under way, keep to that shore until the tide is spent in the offing, and even then, go but a little out, till the ship comes as low as Rangunata Point, when it will be clear of the island; in which course, by this caution, there will be a fair channel and deep water, without ridges or shoals, quite below the island.

PERES Island or *Constantine PERES*, on the coast of Chili in South America, on the South Pacific Ocean, lies due E. and W. with Port Corral, and is opposite to the road there. On this island is the fort called Mansera; and there is an entrance into the harbour of Baldivia, but only for boats, on the back of this island. See *Porto CORRAL*.

PERGA, or the ancient **TORONE**, is a town of Epirus in European Turkey, having a commodious harbour, and situated on a rock opposite to the eastern extremity of the island of Corfu. It is in lat. 39 deg. 40 min. N. and long. 20 deg. 19 min. E.

PERGUICO PORT, a road so called on the S. side of the island of St. Nicholas, one of the Cape de Verde Islands in the North Atlantic Ocean, is near the E. point of the island to the westward of which, about the middle, is the port of Funder Sal.

PERICA Islands, in the Bay of Panama, on the western coast of the isthmus between North and South America, are three in number, under which is shelter for ships out of the command of the town or city of Panama. See **PANAMA**.

PERITAS Islands, on the coast of South America, or the Spanish main, are

are about 3 leagues to the westward of Cumana Bay; on the W. point of which bay, about a league from the main and the same distance from these islands, is a shoal that runs off to the N. from the coast in two branches, which will be avoided by keeping to the islands, when there will be a good channel and deep water, in from 12 to 16 fathoms. A small river comes into the sea from the main, opposite to the westernmost of these islands, called Urano.

PERLICAN or PELICAN, on the E. coast of the island of Newfoundland in the North Atlantic Ocean, of which there are two, viz. New and Old Perlican.

New PERLICAN, is about 8 leagues at W. S. W. from Old Perlican, the road called Silver Cove, being only one league short of it at E. N. E. It is a very noted harbour, and ships may ride in it all day, locked from all winds in from 3 to 10 fathoms water. On going in, it is bold and large, so that if a ship has day-light or moon-light enough to set her course, it is of little importance whether it goes in by night or day; for it is almost two miles wide, and has 20 fathoms in the first opening, though it becomes narrower afterwards, and the water shoaler. The course first lies in W. S. W. but afterwards turns up northward into a bight, which renders it very secure; and the road is half a mile broad, which affords room for ships to turn in or out, and to anchor any where and in any depth from 4 to 12 and 14 fathoms, and in very good ground. From New Perlican to Randal Head is 5 leagues, in the direction of N. W. and S. E.

Old PERLICAN, is about 8 leagues to the E. N. E. from New Perlican, the N. point of which is called Sherwick, and is 4 leagues at S. W. by S. from Break Heart Point. It is but a wild road, if the wind is at W. N. W. and the ground is so rocky as to render it necessary to buoy the cables; but the boats go up a great way to fish, and there are a few inhabitants on the shore.

PERNAMBUCO, or PANAMBUCO, otherwise called PHERNAMBUCO Bay, is a place of considerable trade, to which provisions and other articles of commerce are brought from Para, and from hence large quantities of tobacco are also shipped for Europe. See PANAMBUCO.

PERNAMBUCO River, to the south-

ward of the island of Tamerica, on the coast of Brazil in South America, is so blocked up with sands and shoals, that ships are obliged to enter it from the northward at the entrance into the Recife Harbour, about 3 leagues from it. It is in lat. 8 deg. 30 min. S. and long. 35 deg. 7 min. W. See RECIFE.

PERNAU, on the eastern coast of the Baltic Sea, is 25 leagues to the N. N. E. from Riga, having the small port of Lemsale or Sales between them. A pilot may be necessary to go in here.

Cape PERPETUA, on the N. W. coast of America, is in lat. 44 deg. 6 min. N. and long. 124 deg. 8 min. W. and had a variation of the compass of 17 deg. 50 min. E. in the year 1779.

PERPIGNAN, is a town of Roussillon on the coast of the Mediterranean, about 2 leagues from the mouth of the River Ter, and 6 leagues from Collioure, which is a strong city, and a much frequented port. Its lat. is 42 deg. 42 min. N. and long. 2 deg. 54 min. E. See COLLIOURE.

PERSIAN Gulf, is a branch or inlet of the Indian Ocean which divides Persia from Arabia, being only about 10 leagues over at the entrance near the island of Ormus, though 6 times the breadth within; and extending from Ormus island to the mouth of the River Euphrates about 140 leagues. The island at the entrance, from which it is sometimes called the Gulf of Ormus, is in lat. 26 deg. 30 min. N. and long. 57 deg. E.

PERTH, in Scotland, is noted here as being required by an act of parliament (1795) for raising 20,000 men for the navy of Great Britain, to furnish 32 men.

PERTH AMBOY Bay, is a sea port of North America on the western shore of New York River within Staten Island, at the mouth of the River Raritan, about 8 or 9 leagues to the S. W. from the city of New York, on the eastern shore of New Jersey. It is a good harbour for ships, and the town, which stands at the mouth of the river, is in lat. 40 deg. 35 min. N. and long. 74 deg. 50 min. W. It will contain, if it should ever be required, 500 sail of ships, and is extremely well situated for commerce, though it does not greatly flourish.

PERTHAVERTH Bay, in the Island of Holyhead, in the midway between which and St. Fraid's, about half a mile from the point, is a ledge of rocks called Fisher's Rocks.

PERU,

PERU, a country so called on the W. coast of South America, and on the South Pacific Ocean, extends from the lat. of 1 deg. 30 min. N. to 250 deg. 20 min. S. being nearly 2000 miles in length, and in breadth it is about 350. It is bounded on the N. by Popayan, which is a part of Terra Firma; on the E. are the Andes or Cordillera mountains, which divide the western part from the country of the Amazons and Paraguay to the eastward; on the S. it has Chili and La Plata; and on the W. is the South Sea or Pacific Ocean. Excepting some valleys, the land next to the sea is mostly barren; but the valleys between the hills are very extensive, into which the streams from the hills are turned, and yield all sorts of grain and fruit, with a pure and temperate air. The Andes are covered with snow the greatest part of the year which occasions cold; but the sea on the coast is generally serene from lat. 4 to 5 deg. S. nor does there fall any rain in this tract, but within 4 or 5 deg. of the equator at the season of the year when the sun is vertical. The dews are here extremely heavy, as in the West Indies. In the province of Quito, about 5 deg. to the S. of the Equator, is the tree which produces the quinquina or Peruvian bark; being about the size of a cherry tree, bearing a long reddish flower that turns to a pod, though the fruit is not of equal virtue with the bark. The balsam of Peru, besides many other excellent balms, gums, and medicinal drugs, is met with here.

PESANG Island in the eastern Indian Ocean, is 10 miles at N. W. half W. from Pulo Aite, or the Island of Aite; between which ships may sail to the Island of Tomoon which is the most northerly island, and the largest, and is 3 leagues distant at N. W. by W. The last island has a bay at its S. end, with a town which bears the name of Pesang. There is good anchorage before the town, and good watering on the island.

PESARO, on the northern coast of Italy, in the Gulf of Venice, is nearly due W. from Ancona, about 15 leagues, towards the bottom or S. W. angle of the gulf, and nearly due S. from the city of Venice in the N. W. angle of the gulf. It is between Ancona and Rimini.

PESCADE Cape, a point of land with, in the limits of the Bay of Algiers, and close on the N. side of the town. It is rocky and foul from thence to the mole of the port, and is about 4 miles within Cassine point to the S. E. or the western boundary of the bay.

PETANY, in the eastern Indian Ocean, on the E. coast of the peninsula of Malacca, is along the coast, keeping the main on board, in 16 and 17 fathoms water from the 5 islands to the southward called Redang Islands; from hence to the northward to Legore the depth is 10 and 11 fathoms.

St. PETER'S Bank; off the S. coast of the island of Newfoundland, and to the southward of the islands of St. Pierre's and Miquelon, and some others contiguous to them. It has from 30 to 45 fathoms water upon it.

St. PETER'S Bay, on the coast of Cape Breton Island in the North Atlantic Ocean, having an island of the same name before it, round which to the westward a little northerly is a point which bounds Port Thoulouse on its E. part, within several islands.

St. PETER'S Fort, in the island of Martinico in the West Indies, is in lat. 14 deg. 44 min. N. and long. 61 deg. 21 min. W.

St. PETER'S Harbour, on the N. coast of the island of St. John's, is nearly due W. from East Point, about 7 or 8 leagues, behind which at a small distance to the W. is the head or source of the great river that runs W. till it falls into the sound between the island and the main.

St. PETER'S Haven, round the S. E. point of Sadel Bay, on the E. coast of Labrador, is in lat. about 56 deg. 30 min. N. and long. 60 deg. 42 min. W. Davis's Inlet is to the southward of it.

St. PETER'S Island, otherwise called St. Pierre's, to the S. S. W. from the S. E. point or cape of Fortune Bay, on the S. coast of Newfoundland, and is the outermost of the group of islands which are there situated. It is in lat. 46 deg. 46 min. N. and long. 56 deg. 17 min. W.

St. PETER'S Island, off the mouth of the Great River, on the S. W. side of the island of St. John's, near the main land of Nova Scotia in North America. It is to the W. of an island nearly of the

the same extent, called Governor's Island.

St. PETER's Island, one of the Virgin Islands in the West Indies so named; dependent on Virgin Gorda.

St. PETER's Islands, which form one of the limits to Port St. Peter, or Port Thoulouse in the island of Cape Breton, in North America, that lie opposite to the Islands de Madame or Maurepas.

St. PETER's Port, on the E. side of the island of Guernsey in the English Channel, is formed by the island on which stands Cornet Castle which commands the road.

St. PETER's Port, or *THOULOUSE*, on the coast of the island of Cape Breton, in the North Atlantic Ocean, near the S. part of the gulf of St. Lawrence, See *THOULOUSE*.

St. PETER's Port, in Paraguay, in South America. See *St. PEDRO*.

St. PETER's River, on the coast of Labrador in North America, is about 4 leagues from the island of Bellefleur, in the straits between the N. point of Newfoundland Island and the main, and nearly opposite to the middle of the N. W. side of that island.

St. PETER and St. PAUL, in the great bay or gulf of Awatka, on the eastern coast of Asia, is in lat. 53 deg. 1 min. N. and long. 158 deg. 35 min. E. The variation of the compass here in 1779 was 6 deg. 19 min. E. From this harbour there runs off a spit from the headland to the S. W. of the town; this must be avoided, by keeping in close to the eastern shore. It is a convenient little harbour, and will hold half a dozen ships moored head and stern, and is very convenient for giving them any repairs.

St. PETER and St. PAUL River, in the bottom of the gulf of Campeachy, or S. W. branch of the gulf of Mexico, is to the W. from Beef Island, the W. end of which forms a bound or limit to the mouth of this river at the eastern branch; as the western branch falls into the river of Tabasco. Between these branches an island is formed also, called Tabasco. At the mouth of the eastern branch is a bar, over which small ships go with the flood, and there is 2 fathoms and a half to 3 fathoms and very good riding within the bar. See *TABASCO*.

PETERHEAD, is about 8 leagues to the northward of Aberdeen on the E.

coast of Scotland, and 2 leagues from the Bùllers of Buchan. The lat. is 57 deg. 29 min. N. and long. 1 deg. 23 min. W. and it has high water on full and change days at 3 o'clock. It is a pleasant town, and has a good harbour, which is defended by a battery, and secured with a new stone pier, having a considerable trade, and is much resorted to in the summer on account of its mineral spring. There is a large bay to the southward of the town, which has anchoring ground in 8 or 9 fathoms; but it is only fit for off-land winds, for if a southerly wind should take a ship here, it would have a very uncomfortable birth. The harbour lies within the Calknich or Calk Inch, a small island so called, meaning the same as Chalky Island.

PETERSBURG, a large and handsome city of Russia, and the capital of that empire, was built only in 1703, by Peter the Great, Czar of Muscovy, and is seated in an island on the middle of the river Neiva, where the land has been considerably raised. In an arm of the river between the crown work and the fort or citadel, the imperial or royal galleys are laid up during the winter season. In one of the quarters on this side of the fort, called the Stabodoff the Germans, among other public buildings, are the houses belonging to the admiralty, and there is a dock for building ships. A canal was cut from the Lake Ladoga in 1720, of about 75 miles in length, 70 feet wide and 10 feet deep, by means of which the city can be well supplied with provisions. It contains yards for making ropes and cables, and tackling for ships, and has a foundery for casting cannon and mortars. The river Neiva, which connects with the Ladoga Lake from the N. E. is very rapid, and falls into the gulf of Finland at the S. W. end of the city. A little trending eastward from the most westerly point of the island on the N. side of the river is a high tower, which is a sea mark, along which coast to the eastward is the S. entrance of the river Neiva, but the N. entrance has several islands and the N. that are formed by the different branches of that river. There are others also on the S. side of the principal falls into the sea. There is 8 fathoms water off the watch tower, and two signal posts erected farther out upon the islands, between which the channel lies, that to the N. W.

N. W. having 7 fathoms near it, and the other to the S. E. having 9 fathoms near it. The N. W. sand runs in a spit from the E. end of Ritzart Island, and the S. E. sand from the point on the main land called Crown Slot. A tower or fort here and on the island guard the passage to the S. entrance, the depth of water near the shore of the island being 4, 3 and 2 fathoms, but to the eastward of the tower on the S. E. shore there is 5 fathoms. The city is in lat. 59 deg. 56 min. N. and long. 30 deg. 19 min. E. and about 100 leagues to the N. E. from Stockholm.

PETIPOLI or Little Poli, is about 7 leagues at E. N. E. from Montipoli, on the western shore of the bay or gulf of Bengal in the East Indies. Between them is the usual fairway course of this coast, about 4 miles offing, in from 8 to 9 fathoms water, and the coast between them is known by a very remarkable grove of cocoa trees, which lie along the shore from right over the town westward, and grow even and flat on the top like a table, so as to have procured it the name of the Table of Petipoli. An offing of 8 miles will here be necessary, where there is not more than from 6 to 7 fathoms, the shoalings being more gradual. The Dutch have a factory here. There is another bank of sand off Petipoli, which indeed lies farther out, so as to admit a larger channel between it and the main; it lies almost 4 leagues from land, and is in general about 2 leagues broad, sharpening to the N. end in a point, in which part it is dry in one place at low water. This reef has usually from 3 to 7 fathoms over it, and there is from 8 to 11 and 12 fathoms in the fairway between, and good strong clay ground, but towards the inner edge of the shoal is 10 fathoms, and steep, with a good hard sand. From Petipoli to Due Point, otherwise called Metha Point, the course is W. or W. by N. but from the N. E. end of the shoal or reef just mentioned, it is N. by W. and N. N. W. at the distance of 6 leagues, though it is 13 leagues from Petipoli. It is in lat. 16 deg. 45 min. N. and long. 80 deg. 12 min. E. and has the largest harbour on the Coromandel coast of India.

PETIT Bay Fort, is situated on an island to the W. of St. Maloes, and the river which is on the S. W. of St. Ma-

loes is due S. from it. These are on the N. coast of France, in the bottom of the bay of the coast from Cape la Hague to the S. W.

PETIT GUAVES Bay, on the N. coast of the peninsula of the island of Hispaniola or St. Domingo in the W. Indies, at W. S. W. from Leogane. It is very large and spacious, and takes, in the most extended view, has Cape St. Nicholas on the N. and Cape Tiburon for the S. W. limit. It is therefore to be considered as the eastern part of the windward passage, between this island and the island of Cuba to the W. of it. On this bay are two good port towns, one of which is named Guanives, and is situated on the northern part of the bay within Cape St. Nicholas, and the other is Petit Guaves, which gives name to the whole bay, and is situated on the S. shore as above described, in lat. 18 deg. 27 min. N. and long. 72 deg. 52 min. W.

PETIT Passé, a channel so called, on the W. coast of France, between Point Coubre and a bank called La Coubre Terre, in which there is but 6 feet at low water. See COUBRE.

PETIT Port. See St. JOHN'S, Newfoundland.

PETIT Port, PORTETE, or Little PORT, on the coast of Peru, a little to the northward of the Equator, on the Pacific Ocean, is about 5 leagues to the S. E. within the bay from Cape Francis to Cape Passado on the S. by W. The N. point of Cape Francis is also frequently called Cape Portette or Portete; and there is anchorage in 5 fathoms near the headland, but it is necessary to sound all the way in on account of some sand banks in the way, called the Portetes. Near the headland fresh water may be procured in sufficient quantity. The land at Port Petit is high, and then falls away to the southward; and at the cape the wind generally blows hard from noon till night, and then grows calm, especially from May till December.

PETIT Terre Island, near Desceada in the West Indies, is in lat. 16 deg. 14 min. N. and long. 61 deg. 11 min. W.

Cape PETRA, on the coast of Natolia in Asia, on the eastern shore of the Archipelago Sea, is in lat. 37 deg. 2 min. N. and long. 27 deg. 38 min. E.

PETRO-

PETROPAULOWSKI. See *St. Peter and St. Paul*, Awatska Bay.

PETTEN, on the coast of Holland, is about 3 leagues to the northward of Castricum, being a little steeple, where may be seen within land two other small spire steeples. Honbosch is a little to the S. of it, and Huydown is 4 leagues at N. by E. from it.

PETTIPOLY. See *PETIPOLI*.

PETTYCUR, is a harbour of Scotland, in the county of Fife, situated about a mile from Kinghorn, on the N. shore of the entrance of the Frith of Forth. Passengers across the Frith from Leith usually land here, and a fine bastion has been lately constructed.

PEVENSEY Bay, on the coast of Sussex, is to the northward, from the E. end of the Seven Cliffs, off the town so called to the S. W. from Hastings.

PEVENSEY Haven, is the mouth of the small rivulet which there discharges itself into the sea near the town so called at the bottom of the bay of its name.

PEVENSEY Shoal or Sand, on which is only 8 feet water, is about 4 miles to the N. E. half E. from Beachy Head on the S. coast of Sussex. To avoid it, bring Pevensey Church to bear N. by E. and Beachy Head at N. W. and come no nearer than 7 or 8 fathoms. The Rattan, a sunken rock, lies within the shoal, between two and three miles at E. by N. half N. from the Head. It is about 2 or 3 miles distant from the shore; but its bearing from Beachy Head and Pevensey Castle have been differently laid down, though we believe that the marks for avoiding it, and the depths of water, may be depended on. The coast is low all along this bay to Beachy Head.

PEVERELL Ledge, is a ridge of rocks that runs off from the main land of Peverell Point on the coast of Dorsetshire, and lies just under water, so as to be seen in passing along by it. By giving the point a berth, and keeping off in 4 or 5 fathoms at half flood, ships will pass clear of the ledge; but large ships always take a larger offing, and never come so near the shore, so that coasting vessels only that work in shore with the tides, and are usually well acquainted with the situation of the rocks, venture to come so near the land off this point. It is in lat. 50 deg. 36 min. N. and long. 1 deg. 55 min. W. and has high water on the days of

the spring tides at a quarter or more before 9 o'clock.

PEVERELL Point, a noted point of land in the English Channel, being the S. point of Swanage Bay to the southward from Pool Harbour, and about 4 leagues at W. S. W. from the Needles Rocks; at the W. end of the Isle of Wight. Handfast Point is about a league from it at N. by E. from this point of Peverell, and 2 leagues to the S. of the harbour of Pool. About 4 leagues to the W. of Peverell Point is Lulworth Cove; the land to the westward from the point being all the way high, and called the high land of St. Alban's. Kembridge Ledge is a little more than 2 leagues to the westward of the point, and runs out half a league at S. by E. where it has but 6 feet at low water, and three quarters of a mile off 13 feet, and a mile off 4 fathoms. Another ledge also runs right off from St. Alban's Head, on which is but 12 feet water, about three quarters of a mile out between Kembridge Ledge and Peverell Point.

PEWET Island, is one of the 3 islands to the S. W. from Harwich, separated from the main land only by the winding of a stream, and the influx of the sea into that stream.

PEYBUS or PEPUS Lake. See *PEPUS*.

PEYROUSE Point, is the western N. point of the entrance to Botany Bay on the E. coast of New Holland or New South Wales, having a small island near it, close to the shore.

PEZARA River, is a considerable river of Russia in Europe, which has its rise in or near one of the lakes on the S. of Siberia, and directs its course to the N. until it falls into the Frozen Ocean to the westward of the River Mangeses.

PEZEAUX Point, on the W. coast of France, is to the southward of the channel called the Toulanguet Passage, from the N. to the S. between the main land of Camaret on the larboard, and the large bank or shoal westward on the starboard. It is the S. point of the land of Camaret, and runs out S. with a peninsula, from which a rocky shoal, interspersed with small islands runs off to the S. W. called Les Pezeaux, nearly due W. from Dinan Bay.

PHANAGORIA Island, is a small and beautiful island of Asia, on the S. side of

strait of Kassa, between the Black Sea and the sea of Azoph.

PHANU Island, is to the N. of Mann and the Rypen Deep, on the coast of Germany, being about 4 leagues in length from N. N. W. to S. S. E. To the northward of it is the head of Wist dike, and N. of that a hill called Luyfberg, between which is the Grave Deep that goes up to Hartingen and Waerd. Pilots may be had at this island to go in to those places. From Phanu it is 4 leagues at N. W. to Schellingkroeg, the small creek of Souther-Zyt being between them, where there is but 9 feet water.

PHAROS Island, is a small island of the Mediterranean, lying opposite to the city of Alexandria in Egypt, forming with the main land a capacious harbour, about half a mile from that city, with which it communicates by a stone causeway. The celebrated Pharos or light house stood on this island, that was built by the famous Sostrates of Cnidus, on the top of which were a number of lights for directing ships into the harbour. From hence the name of Pharos has been a general name for a light-house or watch tower, particularly those of Rhodes and Messina in Sicily. This Pharos of Alexandria of Ptolemy Philadelphus the astonishing ruin of 800 years, and was deservedly esteemed as one of the seven wonders of the world; but there now only appears an irregular castle, out of which clumsy building rises a tower that serves for a light house, without any of the beauty and grandeur of the old one. It is in lat. 30 deg. 40 min. N. and long. 31 deg. 15 min. E.

PHASIS River, is one of the largest rivers of Asia, which rises amongst the ridges of Mount Caucasus in Georgia, and, after traversing Mengrelia and winding westward discharges itself by two mouths into the Euxine or Black Sea, where, from the lightness of its waters, it retains its sweetness to a considerable distance. The river is a mile and a half in breadth, where the two branches part, and its bed about 80 fathoms deep, the coasts of which are low and sandy, and covered with thick woods. It receives several rivers in its course, the most considerable of which are the ancient Hippus, Olacus, and Sigamon.

PHEASANT's Island, is situated near the city of St. Jean or St. John de Luz, in the bight of the bay of Biscay, and is formed by the River Bidassoa, which separates France from Spain, but belongs to neither country. The Pheasant treaty of 1659, besides many others, was concluded here, so named from its being contiguous to the mountains so called. The French, on the same account called it, L'Isle de Conference and sometimes L'Isle de Paix. It is 16 miles to the S. from Bayonne, and is in lat. 43 deg. 20 min. N. and long. 1 deg. 30 min. W.

PERNAMEUCO. See **PANAMBUCO** and **PERNAMBUCO**.

PHILADELPHIA, the capital city of the state of Pennsylvania in North America, is situated on a neck or point of land near the confluence or junction of the two fine rivers of the Delaware and Schuylkill. Small canals are cut from the rivers that are equally agreeable and beneficial, and its wharfs are fine and spacious, the principal one being 200 feet wide, and the water of sufficient depth for vessels of 500 tons burden to lay their broadsides to it. The warehouses are large, numerous, and commodious, and the docks for ship building so well adapted to the design that 20 ships have been seen on the stocks at one time. So long ago as the year 1749, there were no less than 303 vessels entered inwards at this port, and 291 cleared outwards. It is situated in lat. 39 deg. 57 min. N. and long. 75 deg. 13 min. W.

St. PHILIP de Benguela, on the S. coast of Africa. See **BENGUELA**.

St. PHILIP and Jago Bay, in the island of Tierra del Esprito Santo, the largest of the group of islands in the South Pacific Ocean, known by the name of the New Hebrides, has a most excellent harbour, which is entered from the N. and has at least 26 leagues of sea coast. The E. side of this extensive bay stretches about 6 leagues in the direction of S. half W. at the bottom it is 2 leagues, and on the W. side it reaches 12 leagues in the direction of N. by W. from the head down to two-thirds of its length, and then of N. W. by N. to the N. W. point of the bay. This is 10 leagues distant from the easternmost point or Cape Quiros, in the direction of N. 51 deg. W. The bay

is every where free from danger, but is unfathomable, excepting near the shores, which are mostly low to a little distance inland. Vera Cruz Port is in this bay. The situation of the N. W. point, or Cape Cumberland, is in lat. 14 deg. 39 min. S. and long. 166 deg. 49 min. E. and of the E. point, or Cape Quiros, the lat. is 14 deg. 56 min. S. and long. 167 deg. 13 min. E. Cape Cumberland is the N. W. extremity of the whole Archipelago of the New Hebrides.

The low land next the sea, it must be observed, is but a very narrow slip, for the bay, as well as the flat land at the head of it, is bounded on each side by a ridge of hills, one of which, to the westward, is high and double, and extends the whole length of the island. An uncommonly luxuriant vegetation every where presents itself, and the sides of the hills are chequered with plantations, and every valley watered by a stream. The cocoa-nut trees are here very remarkable and fine. This bay was first discovered by Quiros in 1606. See *Vera Cruz*.

St. PHILIP Fort, in the island of Minorca in the Mediterranean, is at the point of land on the starboard side of the entrance into the harbour or port of Mahon. It is in lat. 39 deg. 51 min. N. and long. 3 deg. 28 min. E.

St. PHILIP Fort, or *Fortaleza de St. Philip*, a fortress which commands the northern entrance or channel into the harbour of Maranhao, on the coast of Brazil.

St. PHILIP's Island, in the South Atlantic Ocean, is in lat. 12 deg. 22 min. S. and long. 13 deg. 25 min. E.

St. PHILIP's Point, within the harbour of Port Royal in South Carolina, on the coast of North America, is a mark for sailing into the port, for which see *Port Royal*.

PHILIPET Cove, or *Sandy Bay*, is on the E. or starboard side of the entrance into the harbour of Mahon in the island of Minorca in the Mediterranean, but there is a sand bank off the point of the land of Philipet Fort, as there is off the eastern point. Philipet Cove and a small bay on the N. almost separate the high land of Cape Mola from the rest of the island.

PHILIPET Fort, is below the fort of St. Philip, between which and Cape Mola is an opening that sometimes has been fatally mistaken for Mahon Har-

bour. We have already given directions how to prevent such a dangerous error.

PHILIPPEAU Bay, on the N. shore of the gulf of St. Lawrence, near the straits of Belleisle, is partly formed by some islands that project southward on its E. part, and considerably extend towards the W. These islands must have a good birth on the starboard, in coming from the eastward, and the bay be brought to open well before any attempt is made to turn into it. The E. part is laid down in lat. 51 deg. 20 min. N. and long. 55 deg. 40 min. W.

PHILIPPINA, is a small town of the province of Guatemala in New Spain, situated on a bay of the North Pacific Ocean, in lat. 12 deg. 50 min. N. and long. 91 deg. 30 min. W.

PHILIPPINES Islands, are certain islands of the Eastern Indian or North Pacific Ocean, which are said to amount to 1200 in number, of which between 500 and 600 are of some importance, and are situated between the lat. of 3 and 19 deg. N. and from long. 114 to 131 deg. E. beginning from the N. E. of Borneo Island, and being about 100 leagues to the S. E. from China. The principal of them are noted under their respective heads. That of Loconia, or Manila, is about 400 miles long and 200 broad. The air of these islands is hot and moist; but it is not so violent as in the dog-days in Italy, and is yet more troublesome from the sweat and weakness which it causes. The numerous islands make the channels for sailing very narrow, and the currents so strong as sometimes to turn round the largest ships, and carry them out of their course. The trade winds blow also amongst them after the manner of the monsoons. From May to September it is to be noted that the westerly winds blow, which in July and August bring great rains and flood; but from October to April, when the easterly winds blow, it is fine weather.

New PHILIPPINES, otherwise called *PATAOS Islands*, are a group of islands in the Eastern Indian Ocean, situated between the Moluccas, the Philippines, and the Mariannes, being about 87 in number, and lying between the equinoctial and the tropic of Cancer; but they are little known to Europeans.

St. PHILLIOU, on the coast of Spain in the Mediterranean Sea, is about S. W. from Palamos at the distance of 3 leagues only. It has a small bay, before which is anchorage, as there is also round the points of the bay to the southward and northward towards Palamos; but the N. point of this little bay is foul, and must have a small birth.

PHILLIP Islands, are two islands of the North Pacific Ocean, that were discovered in 1791 by Captain Hunter, and so named in honour of Governor Phillip, at Port Jackson in New Holland or New South Wales. Though they are about 5 miles asunder, they are nearly connected by a long sandy spit above water, which reaches for about two-thirds of the distance from the easternmost or largest island, to the most westerly or the smallest. The land is low, and, though it is covered with shrubs, has but few tall trees. The most easterly island is situated in lat. 8 deg. 6 min. N. and long. 140 deg. 3 min. E.

PHIPPS's Bay, is to the northward of the bay called Rowden Holm on the E. coast of China, between Cape Avarilla de Falso on the S. and Chinchu bay on the N. Some charts have it under the name of Philip's Bay, but, we apprehend, this must be a mistake. Scheyten's Bay lies between it and the true Cape Avarilla, on the northward. It is laid down in lat. 12 deg. 37 min. N. and long. 109 deg. 56 min. E.

PIANA Island, a small island of the Archipelago Sea, to the westward of the Hifratelli Islands, and at S. by W. westerly from Placha Island, about 10 or 12 leagues from the N. shore of Canda Island near the E. end.

PIANOSA Island, is a small island on the S. coast of Italy in the Tuscan Sea. It is about 2 leagues to the S. from Elba Island, and is low and level, as the name imports. It is in lat. 42 deg. 46 min. N. and long. 10 deg. 34 min. E.

PIARA, on the W. coast of the isthmus, which connects North and South America, and on the Pacific Ocean, is about 13 or 14 leagues from Payta, and the first town of any note. It is in the lat. of 7 deg. N. on the banks of the river, which there discharges its waters into the bay of Chioper, a place abounding with shoals, on which account it is little frequented.

PIASIDIA River, is properly a branch of Jenisa River in Asiatic Russia. It separates from this river at Awamkoe, when it first takes a direction to the E. and afterwards to the N. till it falls into the Northern Ocean to the N. E. from Jenisa.

PIAVA River, is generally considered as a river of Italy, though it has its source in Germany. It runs from N. to S. through the territory of Venice, and divides into two branches before it discharges its waters into the gulf of Venice, on the N. coast, at a small distance from that city.

PICA, on the coast of Peru in South America, and on the South Pacific Ocean, is 12 leagues from the River Lora due N. having the island Gouano at midway, and the land between being high and steep. There are several ridges of rocks on the shore; but the coast is bold, and ships may anchor under the white crags that appear near the beach. The harbour goes in at a place where the crags appear lower and flatter than the rest of the land, which is also a mark for the mouth of the river. The best of the road is about a quarter of a mile to windward of the opening, near a small parcel of rocks that afford shelter from the northerly winds and the breach of the sea, which goes high upon the shore. In anchoring, take care to have these rocks right a-head. Tarapaca, or, as it is called by English seamen, Carapoucha, is 5 leagues N. from Pica.

PICARDIE, is a district of the coast of France, extending from Calais to Havre de Grace, and having the towns of Calais and Boulogne on the English Channel. It is opposite to the coast of Sussex on the English shore, and in the midway of the channel across from Winchelsea is a depth of 26 and 27 fathoms, in which depth Fairlee and the South Foreland may be discovered.

PICKERSGILL's Cove, is within Christmas Sound on the S. coast of the island of Terra del Fuego, at the southern extremity of South America. It is to the northward of Port Clerke within the sound; the passage from which to the cove appears to be narrow, and is separated into two channels by some low rocks in the middle. Having passed these, keep up the eastern channel to avoid an island and bank on the W. as

soon as these are cleared, haul short round to the W. for the cove, in which is from 12 to 10 and 8 fathoms water. From the N. end of Shag Island the passage is more open. The cove is considerably wider within than at the entrance, because it spreads both ways to the N. and S. See CHRISTMAS Sound.

PICKERSGILL's Harbour, is one of the numerous anchoring places in the great bay called Dusky Bay, in the southern island of New Zealand in the South Pacific Ocean. Though small it is not inferior to any other harbour within the great bay for 2 or 3 ships. It is situated on the S. shore, abreast of the W. end of Indian Island, which island is known from the others in the bay by its being situated nearer to the main land. There is a passage into the harbour on both sides of this island; but there is most space on the upper or E. side, having regard to a sunken rock near the main, abreast of this end of the island. By keeping the island close aboard, a ship will not only avoid the rock, but keep in anchoring ground. This rock is visible at half ebb. The harbour may also be entered on the W. side of the island, but the channel is scarcely twice the width of the ship; where is anchorage so near the shore as to reach it with a stage, the branches of the trees hanging over the ships, and affording plenty of wood for fuel and for other purposes. A fine stream of water is at the distance of 100 yards astern. It is in lat. 45 deg. 47 min. S. and long. 166 deg. 18 min. E.

PICKERSGILL's Island, is off Cape Disappointment, in South Georgia in the South Atlantic Ocean, in lat. 54 deg. 42 min. S. and long. 36 deg. 58 min. W. See CAPE DISAPPOINTMENT.

PICO Island, one of the Azores or western islands, situated in the North Atlantic Ocean, is to the southward of the island of St. George at a small distance, and to the S. E. from Fayal Island, which is also very near it. The name is derived from its high hill, in the form of a pyramid. The towns of St. Sebastian at the N. E. point, and of Calota de Nesquin on the S. coast near the E. end, are the principal places; but Lagenç, to the westward of Calota, is the principal harbour, about 3 leagues to the S. E. of Fayal Island. It is in

lat. 38 deg. 29 min. N. and long. 23 deg. 26 min. W.

PICOS Island, in the South Atlantic Ocean, is in lat. 24 deg. 0 min. S. and long. 16 deg. 25 min. W.

PICOSA, or PISANA Mountains, are certain high hills within land, between Colanche River and the island of Solango, a distance of 7 leagues on the coast of Peru, to the southward of the equator. These hills serve as a guide for knowing the coast, and hold on to the very bank of the River Colanche, but narrowing away to a ridge 2 leagues short of it.

PICTOU Island, is a small island off the mouth of a creek in the main land of Nova Scotia in North America, at the southern part of the sound between St. John's Island and the main, and nearly in the narrowest part of the passage, to the westward from Cape St. Louis, or the W. point of Antigonish Bay.

PIELWORM Island, is a mark for sailing into the Elbe on the coast of Germany, after ships have made Heligland or Holy Island. In going from thence the coast is N. E. easterly into a depth of 6 or 7 fathoms, bringing the spire steeple of Pielworm to bear at N. E. by N. and to the S. southward of the southernmost house on the island of Nubol. At this island pilots are usually taken for the Hever, and sometimes for the Elbe.

PIERCED Island, is above Gaspe Bay, on the coast of Nova Scotia in the gulf of St. Lawrence in North America, being a rock so called. It is known to seamen by a flat mountain that appears over several others, and is called Roland's table.

PIER Head, the W. point of Thirsty Sound, on the N. E. coast of New Holland or New South Wales in the South Pacific Ocean. See THIRSTY Sound.

PIER Point, on the E. coast of the island of Madagascar in the Indian Ocean, in the way from Cape St. Sebastian to Port Dauphin. It is all the way a bold shore, having 30 fathoms within 3 league and a half of the land, and has a low and pleasant prospect as far as to the port nearly, where the land rises a little. This point shews itself before a ship makes Port Dauphin, and is a low rocky cliff, which breaks off as it were

were from the main about half a league. From this point the course is W. N. W. when a round and bold point will be discovered that looks reddish, but on coming nearer is found to be white; on which point is the fort a little to the N. side, where ships anchor in from 6 to 7 fathoms, within a cable's length from the shore. Beware of mistaking a false bay before you come to the point, which is very foul and dangerous. The tide flows here about 7 feet. On this coast the weather is generally good from July to February, but rainy and stormy from February to July. Ships may sail along the E. coast of the island in the fair months with the wind at E. N. E. and S. W.

Porte PIERRE Cove, in the island of Fayal, one of the Azores Islands in the North Atlantic Ocean, is round the S. W. point of the island. A ship or two may lie in it in tolerable safety, and small vessels are sometimes heaved down here. It is high water by the shore on full and change days about 12 o'clock, and rises only 4 or 5 feet. It is in lat. 38 deg. 32 min. N. at the anchoring place, and long. 23 deg. 39 min. W. and the variation at sea was from 16 deg. 13 min. to 17 deg. 33 min. W. in the year 1780.

Rap PIERREZ Cape, on the S. coast of Africa, about 26 deg. of S. lat. is the limit of a great bay with some hummocks; but to the southward, towards the Gulf Trio, the land is all high, with a fair and sandy shore, in the direction of S. E. by S. for 3 or 10 leagues, and the shore is so bold that there is 13 or 14 fathoms within a league of the land.

St. PIERRE Island, is a small desert island so called near the coast of Newfoundland, which is only fit for drying and curing fish. It is in lat. 46 deg. 27 min. N. and long. 55 deg. 37 min. W.

PIERRE Lays and PIERRE Langes, are two rocks in the sea near the W. point of Douarrie Nez Bay, a little to the eastward of the Point la Chevre. Give that point a berth in passing it to the eastward, on account of the rocky shoals which run off from it to the S. and S. W. and by keeping due E. will clear Pierre Lays, the southernmost of these two rocks. The other is N. from it, and nearer to the shore.

St. PIERRE Island, off the S. W. point of the island of Sardinia in the Mediterranean, is to the westward of the island of St. Tiago. There is anchorage within it in from 3 to 8 fathoms, and off the N. E. point of it two or three small islands, with some rocky ground near them.

St. PIERRE's, in the island of Martinico in the West Indies, is about 20 miles by land from Port Royal, and is the part of the island which is called Basse Terre. It is situated in a round bay on the W. coast of the island, and is the residence of the merchants, and the centre of the business of the island. There is anchorage at a port along the sea side on the strand, but it is very unhealthy. Another port of the town is separated from it by a river, and is built on a low hill called the Fort, from a small fortress that defends the road, which is a very good place for loading and unloading ships, and where they can also come in or go out with ease. But in winter ships are obliged to take shelter at Port Royal.

St. PIERRE and St. PAUL River, is a river of America that rises in the mountains of Chiama, and falls into the sea near the island of Tabasco, at the bottom of the gulf of Campeachy, in the great gulf of Mexico.

PIERRE'S Trois, on the N. coast of France in the English Channel, are rocks so called near the shore to the westward of Cape Barfleur.

PIGEON House, a noted mark on the E. coast of New Holland or New South Wales in the South Pacific Ocean, which can be seen from Point Upright to Cape St. George. It is in lat. 35 deg. 19 min. S. and long. 150 deg. 18 min. E. and the variation near it has been found to be 7 deg. 50 min. E.

PIGEON Island, is a small island about 8 miles from the coast of Malabar in India, in lat. 14 deg. 1 min. N. and long. 74 deg. 6 min. E.

PIGEON Island, is a small island which, from its advantageous situation and strong fortifications, commands and secures safe and good anchorage in Port Royal Bay in the island of Martinico in the West Indies.

PIGIONS of St. Anna, certain rocks so called on the W. coast of France, or N. coast of Spain, which lie near the shore, at the very bottom of the bay of Biscay.

Biscay. They are about 4 miles at W. by S. from St. John de Luz, and 2 leagues to the E. of the bay of Fontarabla.

Cape PILA, on the S. coast of the island of Cyprus, in that part of the Mediterranean called the Levant, is about W. N. W. from Cape Grega, and is the E. point of Salina Bay.

PILAW, is a considerable port town of Ducal Prussia in Poland, in the gulf of Danzig. See **PILLAU**.

St. PILDRAS, in the gulf of Mexico on the E. shore of Campeachy Gulf, is in lat. 21 deg. 4 min. N. and long. 90 deg. 35 min. W.

PILGRIM'S Island, on the S. eastern shore of the river of St. Lawrence in North America, is below the Island de Coures, and to the N. E. of a large river which falls in on that shore. There are several other islands nearer the shore behind Hare Island, before ships come down so low as Tadoussac.

Cape PILLAR, at the W. end of the straits of Maghellan, is 6 leagues to the N. of Cape Descada, and the extreme S. W. point of the straits, in lat. 52 deg. 45 min. S. and long. 76 deg. 40 min. W. It bears from Cape Up-right about 17 leagues at W. by S. half S. and from Westminster Hall Island about 5 leagues at N. by E. half E. The variation in every part of the strait scarcely differs a degree from two points easterly.

PILLAU, a small town on the Baltic, which, on account of a bar that prevents large vessels from going up to Koningsberg, is the port town to that capital; small vessels are consequently obliged to be employed in conveying the merchandize up thither, as there is no more than 7 feet water over the bar of the River Pregel, on which the city of Koningsberg is situated. Pillau is about 21 leagues to the N. E. from Elbing, and is in lat. 54 deg. 42 min. N. and long. 20 deg. 55 min. E.

PILOTO, or *Salinas del PILOTO*, from the salt-pits which are near it, are certain upright rocks or crags so called on the W. coast of Mexico, to the S. E. from Cape Corientes, which afford very good anchorage and shelter from N. W. and W. and S. W. winds. Ships that meet with squalls at N. W. when doubling the cape to the northward, may run in here, and lie safe till more

settled weather or favourable winds will enable them to renew the attempt.

PILSTART Island, in the South Pacific Ocean, is in lat. 22 deg. 26 min. S. and long. 175 deg. 59 min. W. and is distant 32 leagues at S. 52 deg. W. from the S. end of Middleburg. This island was seen by Tasman.

PINANG Island, on the eastern shore of the gulf or bay of Bengal, is in lat. 5 deg. 30 min. N. and long. 98 deg. 40 min. E. near the coast of Malacca or Pegu.

Cape PINAS, on the N. coast of Spain, is 3 leagues to the N. W. from the bay of Torres, and the N. E. point of the haven of Avielos, of which the cape is named is the S. W. point. Many rocks lie off it to seaward, at the distance of at least half a league, between which and the cape, it has been said, ships may sail through. To the westward of the cape, a little within it, there is a rock of considerable magnitude, between which and the main there is a channel. Avielos is 4 leagues within the cape to the southward. Its lat. is 43 deg. 51 min. N. and long. 5 deg. 52 min. W. and has high water on full and change days at 3 o'clock.

PINAS Island, on the coast of the gulf of Honduras, on the Spanish main in the West Indies, is situated in the offing of the bay of Trivigillo. See **TRIVIGILLO**.

PINAS Island, or the Island of Pines, otherwise called the Island of Pinez. See **PINEZ**.

Point PINAS, on the S. W. coast of the isthmus of Darien on the North Pacific Ocean, is on the eastern land of Panama Bay, in lat. 6 deg. 15 min. N. and long. 80 deg. 30 min. W.

Port PINAS, on the same coast, and contiguous to the point so called, is about 12 leagues at N. by W. from Port Quemada. It is a high double land, broken and uneven in cliffs and ridges, which is the description of almost the whole coast, as may be seen off at sea to the S. W. There are two rocks a little within the harbour near to one another, on either side of which ships may pass into the port, though the best channel is in the middle between them. On the S. side of the harbour are 4 or 5 small islands, which must have a birth on going in, and at the entrance will be seen a great bay, where there is anchorage

anchorage in clean ground. From hence towards the S. E. is a plain strand, where the town of Pinas is situated on the starboard side; when the river Salada will be on the larboard. Wood and water may be had up this river, which may be fetched by the ships' boats. In the cove, near the river, ships may careen; but if boats go far up the river, it will be necessary to be well armed, because the natives are cruel, treacherous, and thievish. This harbour obtained the name of Pinas from the number of large pine-trees on the coast, as well as all the way southward to Cape Corientes. From this port to Cape Garachina, a distance of 7 leagues, the land stretches out more westerly, being generally at N. N. W. but with some openings between.

Cape Pine, on the S. coast of the island of Newfoundland, is to the westward of Cape Race at the S. eastern extremity, and about 8 leagues from it at W. half N. On this coast the winds, during the fishing season, almost constantly blow trade from the S. and bring in tumbling seas so as to prevent ships from riding but in places that are well secured. It is necessary, therefore, to keep a good offing to prevent being embayed; but if that should happen to be the case here, Sailing Cove is about 2 leagues to the N. of Cape Pine, and Trepassis Harbour about 4 leagues from it, at the bottom of the gulf to the eastward between Cape Pine and Cape Race. On the other hand, the land from Cape Pine goes rounding off E. and W. a point more or less, to the opening of the great bay of St. Mary. Blackhead is only half a league to the westward of Cape Pine, from whence to the harbour of St. Mary's, near the bottom of the bay on the E. side, is 13 and a half of 14 leagues, and 11 leagues across from cape to cape. On coming to Cape Pine, it will be found to be a bold shore and safe, along which ships may run at pleasure, after making this point, and opening Trepassis Harbour, to that bay. The lat. of the cape is 46 deg. 42 min. N. and long. 53 deg. 20 min. W.

PINES Island, is a small island so called on the N. coast of Terra Firma in South America, at the distance of about 41 leagues to the E. from Portobello, and forms a good harbour with

two other small islands and the main land. This island is divided into hills, which serve as beacons to ships at sea, having also a safe bay on its S. side, inclosed, as it were, in a half-moon, but the S. side opposite to the isthmus is cragged and rocky. It is to the S. E. from Sanballat Point, and about 5 miles at W. by S. from the river of Pines. From its E. end to the island of Gorda the distance is 7 miles; but there is no channel between them, though ships may sail in at the E. end of Pines in 5 fathoms, and so pass on N. W. to the island itself, and anchor under the S. side of it. Between the island and the other rocks, is a channel only for sloops and small vessels. It is in lat. 9 deg. 12 min. N. and long. 80 deg. 15 min. W. on the western shore of the opening into the gulf of Darien.

PINES Island, is a considerable island of the South Pacific Ocean, situated near the E. S. E. extremity of the island of New Caledonia, so called from its tall pine-trees. We have stated under Botany Island the circumstances and situation of this island, in a more particular manner, to which article the reader is referred; observing only that its lat. is 22 deg. 38 min. S. and long. 167 deg. 38 min. E. and that it is about a mile in circuit. But we have accounts that say, that it is 14 miles over from S. E. to N. W. which, we think, must be a mistake of the transcriber, and rather meant of the breadth of the island of Caledonia, than of this island. It is said to be high also, and remarkable in the middle, being quite a pointed hill, sloping towards the extremities, which are very low. On the low land are many tall pine-trees.

PINES River, on the N. coast of Terra Firma in South America, is an indifferently large river, considering the coast, about 9 leagues to the E. a little southerly from the River Allabrolic. It has but 6 feet water upon the bar, but within there is no less than 3 fathoms a good way up. See **PINES Island**.

PINEZ Island, or **PINAS**, off the S. W. part of the coast of the island of Cuba, is about 73 leagues at N. W. westerly from Cape Cruz, and 20 leagues nearly at E. from Cape Corientes. It is uninhabited, and separated

rated from the main island by a deep strait. Between the two last and the shore is very foul and rocky, as it is also to the S. E. towards Cape Cruz. This island is about 25 miles in length and 15 in breadth, and affords excellent pasturage, and about 6 leagues from the main; but the space between is so full of shoals and rocks as to be impassable. The S. W. end of this island is in lat. 21 deg. 39 min. N. and long. 83 deg. 25 min. W.

PINNACLE Island, an island which was seen by Captain Cook in his voyage to Bhering's Straits in the North Pacific Ocean, and not very far distant from Gore Island.

PIOMBINO, or **PIOMBINO** Bay, a very large bay of the Tuscan Sea in the Mediterranean, to the southward of Leghorn, opposite to the island of Elbe, between the N. end of the island of Corsica and the main. It is so named from a city or town on a peninsula of the coast which projects forward to the W. the bay consists of two parts, one of which lies to the N. W. and the other to the S. E. but both of them to the southward of the peninsula. The port town of Piombino is in lat. 42 deg. 57 min. N. and long. 11 deg. 0 min. E. and each of the branches of the bay contains good harbours. The point of the peninsula is S. S. E. 16 leagues from Leghorn, and nearly in the middle of the fairway is a stony and rocky shoal or bank, about 2 leagues from the main, on which is not more than from 8 to 10 feet water. In hard gales there is a great breach of the sea upon it; but to avoid it, run due S. from the Malora Rock before Leghorn, until the island of Caprea or Cabrera is even with the N. point of the island of Corsica, or, if that cannot be seen, until the island is brought at W. by S. at least, or nearly W. In the latter case, a ship will be the length of the shoal, and then may bear away at S. S. E. for Piombino, about 8 or 9 leagues. The shoal is about N. half westerly from Piombino. About 2 leagues at S. E. by E. is the harbour of Castiglione.

Canal or **Channel** of **PIOMBINO**, is the passage between the W. point of the peninsula and the island of Elbe on the coast of Italy. There are two small islands in the passage, on each of which is a light house: both of them must be left to the southward in passing from the island to the point, or the contrary. But

there is a channel between them, if wind and weather require ships to pass through that way. These islands are called *Palmaiora* and *Palminora*. Ships commonly pass through this channel in coasting along the shore of Italy either to or from Leghorn.

PIPER Island, in the Archipelago, a small island so called, which is the easternmost of a range of islands that run due E. from the eastern point of the peninsula of the Gulf di Volo, is due N. from the island of Scardeli, and N. E. from the N. E. part of the island of Negropont.

PIPERI Island, is also an island of the Archipelago, having *Fermine* Island on the N. W. and *Serfante* Island at S. by W. *Sarphopada* Island, another small island, is also on the S. E.

PIPLEY Road, near the bottom of the bay of Bengal, on the W. coast of a large river which falls into it, where ships frequently wait for a wind to go into Hugly River, the getting into its channel on account of the banks and shoals which lie off the mouth being very difficult. Supposing a ship to lie in 6 fathoms at low water, it should weigh with the first of the flood, and run away due E. 9 leagues and a half, when it will be half a league beyond Pipley, and 2 leagues and a half short of the outermost Brace. When the trees on the starboard side of Pipley River bear at N. W. by N. there will be anchorage in 7 fathoms and a half to 8 fathoms at high water, and 6 fathoms at low water. Here they must continue till the next day's flood. With the wind more out of the sea, any where to the S. or near it, a point or two to the S. of the E. will be necessary to keep the same fairway, otherwise a ship may be driven by the flood-tide and off-wind too near the shore. From Pipley to the Outer Brace is only 5 leagues, which makes it necessary to ride there, that the sharpness of the current and stiffness of the gate may not force ships upon the Brace at an improper state of the tide. When about 5 leagues to the eastward of Ballasore, be particularly attentive to soundings and to the nature of the sand upon the lead, as there will be a fine light brown sand for 3 or 4 casts, when Pipley River comes due N. and then ooze again, when a ship must come to an anchor in a depth that will ensure 6 fathoms at low water. From Pipley

Tree an E. by S. course will carry a ship directly to the entrance of the W. Brace, weighing at two hours flood, at the distance of 3 leagues and a half from the nearest land, which will then bear about N. N. W. Pibley is 15 miles from Ballasore, in lat. 21 deg. 20 min. N. and long. 86 deg. 21 min. E. See BRACE, BALLASORE, NEW DEEP, &c.

PIRANO, is a sea port of Italy belonging to Venice, and about 10 miles to the S. of the cape of Istria, and in lat. 45 deg. 40 min. N. and long. 14 deg. 1 min. E.

PIRAUGY River, on the coast of Brazil in South America, is at S. S. E. from Rio Grand and Point Negro. See Point NEGRO.

Cape PISANI, the most westerly point of the island of Cyprus in the Mediterranean; is about 4 leagues to the N. W. from Cape Baffa. See Cape BAFFA.

PISATELLO River, formerly called the Rubicon, on the E. coast of Italy, falls into the Adriatic Sea or gulf of Venice between Rimini and Ravenna. It makes but a small haven, which has a bar, and is only fit for small vessels that do not draw more than 8 or 9 feet water.

PISCA, or PISCO, is a town of Lima on the coast of Peru in the South Pacific Ocean, having a harbour and a spacious road. See PISCO.

PISCADOR, or Fisher's Point, on the E. side of Tenes Cape on the N. coast of Africa, and on the southern shore of the Mediterranean Sea. Beyond this point ships may ride in 12 fathoms.

PISCADORE Islands, between the main land of China and the island of Formosa to the eastward, are in lat. 23 deg. 30 min. N. being just under the tropic of Cancer, and in long. 120 deg. 0 min. E. There is anchorage between the two easternmost of these islands, and on the W. side is a large town with a fort commanding the harbour.

PISCADORES Islands, a cluster of small islands so called near the E. coast of Asia, in lat. 8 deg. 40 min. N. on the N. side of the principal of which islands there is anchorage. Perhaps these are meant for the island of Condore in the Eastern Indian Ocean, and the small islands near it.

PISCADORES Islands, in the North Pacific Ocean, are in lat. from 11 deg. to 11 deg. 20 min. N. and long. from

167 deg. to 167 deg. 30 min. E. The variation of the compass in 1767 was 10 deg. E.

PISCADORES, are two great rocks so called, otherwise FISHERS, on the coast of Peru, near the broken gap between Ocona and Attico, in lat. about 16 deg. 43 min. S.

PISCADORES, on the coast of Peru, above the town of Callao, as St. Lawrence Island is below it. They are at the distance of 5 leagues to the N. N. W. from Callao Port, and 5 more from the head of the island of Callao. The land from Callao to Francisca Rock is low; but that rock and forward to the Piscadores it is high. These rocks are 6 in number, of different dimensions, all of them having a white appearance; that to the N. W. is largest, which bears with the Hornigo's Rock E. by N. and W. by S. Chaucai Port is 3 leagues at N. W. from the great rock of the Piscadores, and the harbour or port of Ancon de Rhodas is to the E. of this rock about a league; passing round towards the port on the N. W. of the rock.

PISCATAQUA, and sometimes, but perhaps erroneously, called PISCATAWAY Bay, and River, on the coast of New Hampshire in New England in North America. After a course of 40 miles it falls into the harbour of its name near the town of Portsmouth, the principal place of that state. When it belonged to the English, it exported fish, cattle, and masts for the royal navy, and even built ships which were sold into other countries. The masts were chiefly white pine, perhaps the finest in the world, not less than 40 yards in length and 40 inches in diameter. It is the only port of that state, which occasions its trade to be the more considerable, and for 15 miles in has more the appearance of a deep bay than a river. The Island of Newcastle, which is a mile and a half long, and nearly as much in breadth, is in the mouth of it. It is navigable up the first course for ships of any burden, for 9 miles more up the W. branch of the river to Exeter it has depth enough for sloops, and also up the E. branch to the Falls. It forms the boundary between the states of New England and New Hampshire. It is about 20 leagues to the N. E. from Boston. It is to the southward of York River, and off its N. point are some small

islands and rocks. Portsmouth is on the S. side of the harbour. Its lat. is 43 deg. 35 min. N. and long. 70 deg. W.

PISCATAWAY is a town of New Jersey in North America, situated upon the Raritan River, about 6 miles from its mouth.

PISCO Harbour or Port, is a noted harbour on the coast of Peru, in South America, and on the South Pacific Ocean, is to the N. E. from St. Gallan or Cangallan. Between the Island of St. Gallan and the main is a good channel, through which the Chili ships pass to go into this harbour, and also into that of Cangallan; which is all fair and clean, except on the S. W. side, where indeed there are rocks that have some danger, but as the channel is good and above 2 miles broad, it will be sufficient to advise strangers to keep in the fairway. The whole coast from Chinca to Pisco, a distance of 3 leagues, is all clean ground, along which ships may anchor with safety. From this channel between the Island of St. Gallan and the headland of Paraca, keeping nearest to the main, the course is N. E. to the road of Pisco; but in coming to it from seaward, the course is E. by N. between the islands of Chinca and those of Ballesta or Ballata, the former being about 3 leagues due W. from the anchoring place before the town. The best of the road is, when the islands of Chinca are brought to bear at N. W. the Island Ballesta at S. W. and St. Gallan in the same direction over it. Ships may ply to windward all along this bay between Chinca and Pisco, the town of which stands up within land, the coast being all free from shoals, and the ground every where clean, except about a league and a half just before the town, where the channel has thrown up some shoals, when the winter freshes come strong down from the mountains. But the road of Pisco is nevertheless spacious enough to receive a whole royal navy, in perfect safety. The northerly winds, which in a more southerly lat. are deemed dangerous, seldom blow here, and are generally moderate when they do; no other winds can here affect shipping, as the islands which lie off break the sea from all other points, and afford shelter in case of S. W. or S. E. winds. Ships that are in want of wood and water go half a league to the north-

ward of the town; and if they want to fit and trim, wash and tallow, or to careen, they go southward to the Bay of Paraca. There is a ridge called Cautatto, about a league and a half from Pisco towards the port of Chinca, which are 6 leagues distant, and Lorin Chinca is in the midway between them. The coast is all low land and fast clean ground. The town of Pisco or Pisca is about half a mile from the sea, and in lat. 13 deg. 36 min. S. and long. 76 deg. 15 min. W.

PISCOPIA Island is to the E. southerly from Nicaria Island and about W. N. W. from the Island of Rhodes. To the E. N. E. of it, not far from the main is Simia Island.

PISELLO Cape is the most northern cape of Natolia in Asia, which advances forward into the Black Sea over against the Crimea.

PISS-POT Bay, on the S. shore of the straits of Maghellan, in that part called Long Reach, to the eastward of Monday Bay. A rock lies off each point of the bay, that serve as unerring guides by which to know it, being visible at all times of tide. There is a free entrance between them into the bay, and the best anchorage is in the middle of the bay, but nearest to the S. shore. It is near 8 leagues at W. by N. three-quarters N. from Cape Notch, and in lat. 53 deg. 14 min. S. and long. 75 deg. 12 min. W.

PITCAIRN's Island in the South Pacific Ocean, is in lat. 25 deg. 2 min. S. and long. 133 deg. 21 min. W. being 6 or 7 miles in length from E. to W. and scarcely 2 miles broad any where from N. to S. All the S. side is entirely lined with rocks, and from half a mile to a mile in the direction of S. W. from the most southerly point, are soundings from 20 to 25 fathoms coral rocks. It has neither river nor harbour, but it has some mountains of considerable size that may be seen 15 leagues off to the S. E. The variation off this island in the year 1767 was only 2 deg. 46 min. E.

PITCH of Portland, in the Island of Jamaica. See PORTLAND.

Great PITON Point, is the S. W. point of the Island of St. Lucia in the West Indies, and the most westerly point of the whole island, is a broad and full angle, forming a kind of peninsula, of which the northern point is called Point Chimatchin.

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PITSING

PITSING River, is a river of Lapland, which falls into the bay between Wardhuys to the N. W. and Keger Point to the S. E. The latter is the N. W. end of Fisher's Island. Several rivers or sounds come into this bay, and a little within this river is a good road, being very commodious for great ships.

PITTENWEEN, a small sea port town of Scotland, in the county of Fife, situated on the N. shore near the entrance of the Frith of Forth. The lat. is 56 deg. 12 min. N. and long. 2 deg. 49 min. W. and it is about 8 leagues to the N. E. from Edinburgh. See **PAT-TENWEEN**.

PITTO Cape, otherwise called the Cape of Good Hope on the E. coast of China, is about 6 leagues to the S. W. from Wirenger's Bay, which bay is about 40 leagues to the S. W. from Amoy. There is a good bay on the W. side of the cape, secure from northerly winds, in from 6 to 7 fathoms water, and to the northward of the cape another for southerly winds.

PIZZO, a town of the kingdom of Naples, situated on the Gulf of St. Eufemia, about 4 miles from Monte Leone.

PLACENTIA on the N. coast of Spain, is about 2 leagues at S. W. by S. from Barnea, and situated upon the small River Deva, a little within land, about 8 leagues to the E. of Bilboa.

PLACENTIA Bay, on the South coast of Newfoundland, near the eastern part, is a large and deep bay which opens round the W. side of Cape St. Mary's. It is a very spacious bay, and forms a good harbour for ships; so that it is frequently resorted to by vessels that are bound either into the gulf, or across it into the river of St. Lawrence. The port-town which gives name to the bay is on the eastern shore, about 67 leagues to the E. from the Island of Cape Breton, and in lat. 47 deg. 0 min. N. and long. 55 deg. 13 min. W. where it is high water also at 9 o'clock on full and change days.

PLACENTIA Harbour, on the E. shore of Placentia Bay on the S. coast of the Island of Newfoundland in the North Atlantic Ocean, is very spacious, so as to be able to hold 150 sail of ships; but the entrance to it is so narrow that only one ship can pass through at a time. It has a good depth of water,

and ships are perfectly secure in it from all winds. A ridge of dangerous rocks contracts the channel into the harbour, that must be left on the starboard going in, on which ridge of rocks the French had formerly a fort, called Fort St. Lewis. As the currents run here very strong, ships that go in here must be towed through the channel. Before this narrow channel is a road of a league and a half in extent; but it is exposed to the westerly winds which often blow here with great violence. The Great Strand or drying place for fish, which is about a league in extent, and is capacious enough to dry fish for loading 60 sail of ships, lies between two very steep hills; but one of these is separated from the strand by a small rivulet which runs out of the channel and forms a kind of lake called the Little Bay, in which they catch great quantities of salmon. There is also the Little Strand, which the inhabitants use in drying their fish. Across the mouth or opening of the great bay, from Cape St. Mary to Cape Judas, is 11 leagues and a half at N. N. W.

PLACHA Island in the Archipelago, is a small island which has been noticed under Piania, and is about N. W. by N. from the Hifratelli Islands. See **PIANA**.

PLAMPOLE or **PLAMPOUL**, on the N. coast of France, in the direction of the course to St. Paul de Leon. To go in thither, run right with the great rock that looks like a saddle, and close along by it; and as soon as a ship has passed it, edge in towards the land right towards the village of Plampoul, and along it, to the eastward of which there goes in a river. The two spire steeples of Plampoul will be seen a good space asunder from a ship to the eastward of a very high ragged rock near the E. end of the Island of Bas.

PLANE Island near the Island of Sardinia in the Mediterranean Sea, at the N. W. point. See **Cape PENE**.

PLANIEZ Island, is an island of the Mediterranean Sea on the coast of France, and one of the small islands in the road of Marseilles.

PLANO Island is an island of the Mediterranean in the bay of Alicant, on the coast of Spain, about a mile and a half in length.

PLANOSA Island, is a small island about

about 3 leagues to the S. W. from Longone Port in the Island of Elba near the coast of Italy in the Mediterranean, and not far from the N. end of the Island of Corfica. It is a small, low, and flat island, and can be seen but to a small distance, and is about 5 leagues at N. W. by N. from the high Island of Monte Christi. The Formigues Rocks, a cluster of dangerous rocks so called are at S. S. W. from the S. W. point of this island.

PLANTAIN Garden River, at the E. end of the Island of Jamaica, is to the N. by W. from Point Morant, the S. E. angle of the island. The town of Bath is situated on this river within the land; and the river forms an opening or bay at its mouth.

PLATA Cays or Keys, a pretty large bank or sand, from 10 to 12 or 14 leagues N. from the N. coast of St. Domingo or Hispaniola in the West Indies, the E. end of which is nearly due N. from Old Cape François and Balsam Bay. It is nearly 10 leagues in length at W. by N. and from 2 miles to 2 leagues in breadth. A smaller shoal is on its S. side, and is nearly circular, being between 2 and 3 leagues in diameter. Between them, on the S. side of the long bank is anchorage in 12 and 14 fathoms, and on the W. side of the round shoal in 9 and 10 fathoms, varying from 10 to 12 fathoms, very near it. On the N. side of the long shoal is from 6 to 8 fathoms.

PLATA Island, on the coast of Quito in Peru, on the South Pacific Ocean, is surrounded by inaccessible rocks, being about 5 miles in length and 4 in breadth.

La PLATA River, is a very large river of South America, which separates Brazil from the Desert Coast. It is said to have its rise in the Andes Mountains, and to direct its course through Paraguay or La Plata towards the S. E. coast, where it falls into the South Atlantic Ocean. Three large rivers unite their streams in this, besides a vast number of small ones which afford their tribute to it in its progress towards the ocean. It does not take the name of La Plata till it is joined by the Parana and the great River Paraguay. Though it is navigable to a considerable extent, yet its navigation is accounted dangerous, having in it many rocky islands and sand banks, which it is perhaps very difficult to avoid on account of the numerous currents and different sets of the tide which are thereby occasioned. The mouth forms a very extensive bay be-

tween Cape St. Mary on the N. and Cape St. Antonio on the S. but it is frequently very difficult and even dangerous for ships to stand in towards the mouth of this river.

Between the mouth of the River La Plata and the Island of Palomas, which is situated near the junction of the Rivers Parana and Uruguay, there are many rivers on both coasts, with some bays. The city of Buenos Ayres, which is a Spanish settlement, is on the S. coast, at the distance of about 50 leagues from the mouth of the river, which is there only about 7 leagues wide, and becoming gradually wider till it falls into the South Atlantic Ocean, where it is 20 leagues wide. The harbour of Buenos Ayres is a very dangerous one, as are most of the bays on the opposite coast. The best of these is Montevideo Bay near the town and fort of St. Philip on the N. shore; but all the bays are much exposed to almost all winds, as the shores in general are only low banks which leave the river very naked and open, so as to afford very little shelter. Hence it is, that there are few if any eligible situations for a ship to anchor in; besides which there is very frequently a most tempestuous sea in it, occasioned by the winds that blow with tremendous violence from the level country beyond Buenos Ayres, called the Plains of Pampas. These are said to extend as far as to the Cordilleras Mountains, and to form one level plain, without either woods or mountains to check or interrupt the violence of the winds. No wonder, therefore, that the tempests in this river should sometimes be so great as to occasion the destruction of vessels, where they are equally as insecure as in the wide ocean, and often productive of more fatal consequences. The S. E. and S. W. winds in particular, which very much prevail here, are very violent; and blow right upon all the bays of the N. shore, so as to render them extremely hazardous. The sand banks also, which are so numerous, render the channel in many places extremely narrow, notwithstanding the great width of the river; this makes it necessary for all ships to found as often as they can, especially in sailing from Montevideo Bay to Buenos Ayres. The tides in this river do not usually rise more than four feet; but when the S. E. or S. W. winds blow violently, they have been known to rise 16 feet, so extremely uncertain is the navigation of this river. Add to this also, that the currents

currents generally follow the course of the tide; and the danger may be more readily conceived than described.

In sailing from the N. E. or E. for the entrance to this river, look out for the island of Lobos just within the mouth, which lies to the W. S. W. from Cape St. Mary, and enter the river between the cape and the island. But care must be taken to avoid a ridge of rocks that is to the eastward of the island, and stretches out a league to seaward. Observe also, that the tides on the coast set S. S. E.

But we have said enough to conclude, that the hazards of sailing into this river, the dangers that are in it, and the chance of not having a proper wind to sail out again, are such as render it highly unadvisable for ships to enter, unless urged thereto by particular business or the most pressing necessity; and there is the less reason to be anxious for discovering means to obviate these dangers, because there are bays, harbours, and ports on the coast, that will afford good and secure anchorage for ships. It has been observed of the water of this river, that it is very sweet, and that it clears the lungs and is good against rheums and defluxions, but that it is of a petrifying nature.

PLATE Point, the N. point of the entrance into Port Dauphin on the E. coast of the island of Cape Breton in the North Atlantic Ocean, near the coast of the main land of North America. It is about 3 leagues at S. W. by S. from Cape Fumi, the S. W. point of Achepe Harbour.

PLATES or PLATTES. See PLATTES.

PLATEWRECK, is a shoal of the West Indian Sea, or gulf of Mexico, which, as well as the Abrolho shoal, lies to the E. of Turk's island, the island being contiguous on the W. to the Great Caicos bank, which is about 30 leagues N. from Isabella Bay on the N. coast of Hispaniola.

PLATFORM Bay, on the N. coast of the island of Jamaica in the West Indies, is to the eastward of Dunklin's Cliff, having Brasiletto Key and Bueno Sea and River on its E.

PLATRESSES are certain rocks which lie about 2 or 3 leagues at S. S. W. from Le Four, near the N. W. point of France. To avoid them, run no nearer to the main island than the island of Ouessant or Ushant, keeping St. Matthew's Abbey in the valley, and sail right with it in the middle of the chan-

nel between the rocks and the foul ground, till a ship is thwart of Blank Bay, when Trezion mill will bear due E. and the Platresses at W. by N. There are two small shoals that lie in the fairway between the Platresses and the main; but by keeping Vinotier's Point shut with St. Matthew's Point, they will be safely passed on the eastward of them.

PLATTE Island, otherwise called Isle de Pierre a Fusil, or Flint Island. See FLINT Island.

PLATTERS, a bank so called, about a mile at W. S. W. half S. from Landguard Fort, going into the Port of Harwich on the coast of Essex. They sometimes come dry, and have a depth of 4 fathoms close to them. Directions have been given under HARWICH and LANDGUARD for avoiding these, as well as the ANDREWS and RIDGE, which see under their respective articles.

PLATTERS Rocks, a ledge of rocks so called that lies out near a mile to the N. from the island of Holyhead, at the western extremity of Wales, on the Irish Sea. See CARRY Island.

PLATTES or PLATES, a foul ledge of rocks on the W. side of the Corseau, on the W. coast of France, whereon the tides set very hard and run almost thwart the Bec or Point du Ras, which render it extremely difficult in calms and strong ebbs to avoid running upon them. It is no less dangerous when the wind comes in from the S. W. It is necessary, therefore, to keep a very good account of the tides, when ships are near this part of the coast; as it is general on the French coast from Ushant to the southward of Bourdeaux River, if near the land.

PLAYAS Cape, in the gulf of California, on the North Pacific Ocean, in lat. about 38 deg. N. is supposed to be opposite the bay on the western shore of the peninsula, where Sir Francis Drake careened his ship, which was from thence called after his name.

PLEASANT Point, the eastern extremity of the mouth of Sandwich or Hawke's River, in the harbour of Chebucto in North America, is nearly due W. from Gull Point, or the N. W. point of Cornwallis island, having to the eastward of it only 5 and 4 fathoms water, and a sand projecting eastward from it, being to the southward of Spaniard's shoal.

PLEMONT

PLEMONT Point, on the N. coast of the island of Jersey in the English channel, is a projecting point of land, and the most northerly of the whole island. Between it and the N. W. angle of the island is a bay in which are some rocks above water, especially along the E. shore, as there are off the W. point at the extremity of the island.

PLEMPOUL Harbour, on the N. coast of France, in the English channel, has abundance of sands and sunken rocks before it. The Calmardier is about 2 miles and a half to the E. from the S. point of the harbour; and there is another shoal about half a mile to the W. of it, which has some sunken rocks that come dry with every ebb. The Barbotes are two rocks which lie about half a league at N. N. W. from the last, and appear also with the ebb; and when Millsave Point, which is the S. point of Plempoul Harbour is on with Plouze Mill, and the small house on Porclie Point is open and shut with St. Quay's Point, this is the mark for the Barbotes. The island of Briack or Brehat is to the northward from Plempoul.

PLOUGH Rock, on the coast of Northumberland, is near Holy Island between which rock and the Gullstone, or between the rock and Holy Island ships may pass through into the harbour of Holy Island. It is a small rock that appears above water on the first quarter ebb, the N. E. end of it being foul for about 40 or 50 fathoms. To go between the Gullstone and the Plough, bring the light-house on with Ferne Island, a sail's breadth to the eastward of the Megstone, and go in with that direction. This rock is due E. from the castle on Holy Island, and between it and the island, and about half a mile from the latter, there is 5 fathoms at low water, but ships may stand in 3 or 4 fathoms towards the island.

PLOUGH Rock, on the N. E. coast of Ireland, is in Ballywater, and about half a mile from the shore, being 11 miles at N. N. W. from the S. rock, and 5 miles in the same direction from a shoal that lies in the fairway between them. To avoid it, give the shore a birth of about a mile, when Grimsport Key is in a right line with an old house without any roof and when the Key is within two other houses there, a ship will be abreast of this rock. Then get the Foul Foreland about a ship's length without the Black Point

that shoots from the main. This rock is 8 miles at S. S. E. from Copeland island.

PLOUGHGOULIN River, on the N. coast of France, is about 4 miles at S. W. by S. from the W. end of the island of Bass, and is a small tide haven, before which, as upon the rest of the coast, are many rocks and shoals.

PLUMB Island, on the S. side of the mouth of Merrimack River, lies along the coast N. and S. to the mouth of Ipswich River, on the coast of New Hampshire in New England, in North America. The N. end is laid down in some charts to be in lat. 43 deg. 5 min. N. and long. 70 deg. 58 min. W. but others make both the lat. and long. to be about 20 min. less. It is a long and narrow island, and is near the entrance to Newberry Port, and it has two light-houses upon it for the service of navigators.

PLUMB Island, a very small island off Oyster Point, at the N. E. extremity of Long Island Sound off the coast of Connecticut in North America. It is about S. half E. from the mouth of Connecticut River on the main.

Great PLUMB Point, is the S. E. point of the peninsula of Port Royal, which shelters and protects the harbour of Kingston on the S. coast of Jamaica, in the West Indies. The coast trends one way from it at W. a little northerly to the point of the peninsula, on which the town of Port Royal is situated, at the entrance into the harbour, and the other way to the N. E. towards the main land, and the road by land to Kingston. There is anchorage each way along the shore; the bay to the eastward has from 10 or 11 to 14 fathoms, and along the S. shore of the peninsula to the W. is from 5 to 7 fathoms, but from 4 to 7 fathoms close round the point. Ships that come to the harbour of Port Royal from the eastward usually make this point, and then shoot to the westward of it, keeping the main on board; by which means they will pass within all the shoals or sandy cays that lie dispersed in the offing, keeping in mid-channel in from 10 to 14 fathoms till they are abreast of the point.

Little PLUMB Point, is about two-thirds of the distance westward from Great Plumb Point, Port Royal, towards the town of Port Royal, on the S. side of the peninsula. The land is here

Here very narrow, being indented by some creeks on the N. side, and there is 7 fathoms water near it, and 12 or 13 fathoms at a small distance from shore.

PLYMOUTH, is a well known sea port on the S. coast of the county of Devon, near the S. W. extremity, situated between the rivers Plym and Tamar, at their influx into the English channel. It was heretofore only a small fishing town, but excepting Exeter, is now not inferior to any town in the county. The name of the ancient town of Plymouth, originally called South Town, with respect to Plympton, up the river of Plym, a few miles within land, and now corruptly changed into Sutton, is still retained in the harbour or basin of Sutton Pool; where merchant vessels come up to the quays for the purpose of loading and unloading their cargoes of the various sorts of merchandize, which are exceedingly convenient, and still rendered more so by a projecting pier that has lately been erected at the entrance into the pool. But all the vessels lie dry here at low water, though they are perfectly safe, notwithstanding the rocks directly opposite to them at a small distance only. It lies at the bottom of a broad and deep sound, which bears its name, and is defended by several forts and batteries, which command the entrance, and particularly by the royal citadel, which was erected here by king Charles II. The eastern branch or harbour, at the mouth of the Plym, is called Catwater, where merchant ships in general run up, after delivering their cargoes, or that come in merely for security or provisions, &c. The inhabitants of this town have lately applied themselves much to fishing, for which, by the great improvement of the roads, we understand that contracts are entered into for Bath and Bristol markets to the amount of 4000*l.* per annum, which is a great advantage to the place, by bringing in so much wealth, and affording employment to a number of industrious persons. They also partake in the pilchard fishery, which in the summer months is sometimes a prodigious source of wealth, and produces a vast supply of very rich food at a cheap rate to the rich as well as the poor; as they are deemed a luxury that the first tables are never without during the season. By their exports to the Mediterranean,

and the employment which this affords to the people concerned in it, in its various branches, great advantages are often made. This town was very much in want of a sufficient supply of fresh water, until Sir Francis Drake, at his sole expence, caused an aqueduct to be made, and a stream to be brought from a distance of more than 12 miles direct, but near 30 miles by a circuitous track round the sides of the hills, from the bed of a river between the hills of Dartmoor, by which means they are always fully supplied with a quantity sufficient to carry several mills round the town. The town is in lat. 50 deg. 22 min. N. and long. 4 deg. 16 min. W. and has high water on full and change days at 6 o'clock. This port and its dependencies have been required to raise 96 men for the use and service of his Majesty's navy by an act of parliament (1795) as their quota for producing 20,000 seamen.

PLYMOUTH Dock, is also a large town, though scarcely in existence prior to the Revolution and the reign of king William III. but now at least equally populous with the town of Plymouth. It lies upon the western branch of the harbour, which is called Hamoaze, and is situated at the mouth of the river Tamar, where is one of the principal magazines of naval stores in the kingdom, and has a harbour capable of containing a great number of men of war at their moorings, and with sufficient space to swing round with the tide, and always afloat. It is at the distance of two miles to the W. from Plymouth. The land on each side is planted with batteries for the protection of the port, and to prevent hostile ships from attempts to run in with any mischievous design. Here is a spacious dock-yard, containing a great many dry docks, slips for building the first-rate men of war, and every other convenience that is necessary for building or repairing ships. The docks are cut out of a solid rock of slate, and lined with Portland stone. In the year 1759, the town was surrounded on the land side by a regular chain of fortifications, and mounted with cannon at the different angles and bastions, to prevent every approach of an enemy, should they find means to land; which, from the extreme height of the land on the sea coast, is not considered as very practicable.

practicable. To sail into Hamoaze from Plymouth Sound, see directions under the article HAMOAZE.

PLYMOUTH Sound, is a large opening or branch of the English channel, which has Penlee Point for its western limit and the Mewstone rock on the E. contiguous to the land. It runs in nearly at N. from the latter to Stadon Point, having the Shag Stone near the E. shore, nearly due E. from the Tinker rock, which is about a mile to the W. and has a buoy on it, and may be passed on either side, as the wind and tide may render necessary or advisable; though it is more usual for ships either in going out or coming in, to pass it on the W. side. The E. coast near the shore is rocky, with some others above water that are occasionally interspersed; and there are in particular some small ones at Stadon Point, to the W. from which, at the distance of somewhat less than a mile, is the Shovel Rock, with a buoy also upon it, bearing at N. half W. from the Tinker. On the W. side of both these buoys the sound is free from rocks, excepting that to the westward of the Shovel, a little northerly, which is the Panther Rock; above half a mile distant, and at W. by S. is the Knap Sand near three quarters of a mile from it. The largest ships may pass within two cables length of them without danger at any time of tide; observing always, that the current of the tide and the state of the wind must be particularly regarded, so that the eastern shore of the sound may not be made a lee shore; or if it is, that there may be sufficient sea-room until a ship can be brought to anchor. About half a mile or three quarters to the westward of the Knap and Panther ships may anchor in 7 fathoms, and be out of the reach of the current round Penlee Point. To run up farther into the Sound, after a ship is to the northward of the Panther and Shovel about half a mile, with the marks of the White Patch and the Old Church on, it may then leave those marks, and get the E. point of the citadel on with the large house, called the Old Sugar-house on the Exeter road above the town; and these last marks will clear the shoal ground to the southward of St. Nicholas Island, and pass to the eastward both of the Winter and Cobler Rocks, until Catwater come open on the E. when a ship may run up thither or go into the

pool, as circumstances may require. Or instead of running on with these marks, ships may stand under the land to the E. within half a mile of the shore or less, and there come to anchor in 6 fathoms under Withy Hedge. The best anchorage in the sound is to get the Old Church of Plymouth just on the W. end of the citadel, and St. Nicholas's Island at N. W. when Penlee Point will be at S. W. and a ship will have 7 fathoms and a clear coarse sand. In coming in from seaward, it may also be proper to note, that when the high land of Plymouth comes at N. it may be seen in 52 fathoms; it is high double land, and at that distance shews itself in two hills, and may be seen from thwart of Fowey till a ship is thwart of Dartmouth. For the directions from Withy Hedge to Hamoaze, see HAMOAZE; and for those to go into Catwater, see CATWATER, taking care to keep clear, not only of the Winter Rock, but of that called the Cobler, which is directly S. from the citadel, and at W. by N. from Mount Batten. The deepest water is to keep N. by W. between the Winter and Cobler, and to pass it on the N. side turning in E. between the rock and Fisher's Nose or E. point of the citadel, in 7 fathoms; but the water shoals as a ship opens Catwater.

PLYMOUTH Bay, on the coast of New England, is on the W. shore of Cape Cod Bay, in the southern branch of the Massachusetts Bay. It was heretofore called the gulf of Patuxet, and goes in W. between Gurnet Point on the N. and Sandy Point on the S. and has a town of the same name situated on its S. shore, in lat. 41 deg. 56 min. N. and long. 70 deg. 30 min. W. On the Gurnet Point is a light-house with two lanterns. It is high water here on full and change days at a quarter past 5 o'clock.

PLYMOUTH Road, one of the roads so called in the island of Montserrat in the West Indies, one of the Caribbee Islands.

PLYMOUTH Town, in the island of Tobago, in the West Indies, is in lat. 11 deg. 10 min. N. and long. 60 deg. 32 min. W.

Po River, is the most considerable river of Italy, which has its rise in the mountains called the Alps that separate France from Italy. In its progress it has several different directions, and passes by many capital

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capital cities and towns. Several rivers fall into it, and it divides into various channels, by means of which it discharges itself into the gulf of Venice on the E. coast of Italy. Most of its branches are navigable for some sort of vessels or other to some distance from the gulf. The currents are generally very strong, and it is therefore particularly necessary to have the assistance of pilots.

Po di Valona, or **PANARO River**, is another branch of the river Po, at the distance of 4 leagues to N. N. W. from the former at Commaccio, where is a good harbour. But the freshes here are also very violent, especially in winter, occasioned by the great waters from the mountains and lakes among the Alps, so that the sands in the port often shift, and render it uncertain for strangers to enter.

POADAY. See **PANARY**.

POCKET'S Harbour, is a small bay or anchoring place on the N. E. extremity of the circular coast to the westward of the Second Narrow in the Straits of Maghellan, from which it is distant to the N. W. about 8 miles, and about 5 miles from Oozy Harbour. The coast near this harbour is clear of rocks and shoals, and it has a free and open entrance with good anchorage; but it lies so much out of the fairway of the channel, that it would be lost time, unless a ship should be overtaken by tempestuous weather to run up to this harbour in passing the straits.

Point POCOCKE, on the coast of New Zealand in the S. Pacific Ocean, is the N. W. entrance of a large and pretty deep bay to the W. of Piercy Island, and is about 3 or 4 leagues distant from Cape Bret. This bay is called the Bay of Islands, of which Cape Bret is the E. point.

POCOMOAC River, is a river of Maryland in North America, which admits vessels to sail into it, situated on the E. side of Chesapeak Bay, into which it discharges its waters in lat. 37 deg. 55 min. N.

PODOR, on the W. coast of Africa, is in lat. 16 deg. 43 min. N. and has high water on full and change days before 8 o'clock; but the tides never rise more than 2 feet and a half, though the waters for two days before and after the new and full moons are driven more impetuously on the coast, especially about the Equinoxes, when they bring in a large surf, but add nothing to the tide.

Tavai POENNAMOO, is the southern

half of the two islands of New Zealand in the South Pacific Ocean.

POL de Leon, on the N. coast of France, for which see **MORLAIX** and **PLAMPOLE**. It is in lat. 48 deg. 41 min. N. and long. 4 deg. 0 min. W. and has high water on full and change days at 4 o'clock. There is a depth of from 35 to 40 fathoms thwart of it and the island of Bals, only 5 leagues from land.

POLCOIROLLE or **PORQUEROLLE**, one of the Hieres Islands in the Mediterranean, near the S. coast of France, to the eastward from Toulon. In sailing through the channel between the island of Rabadin, which is most westerly, and this island, be careful to shun a blind rock or two which lie close to Polcoirolle. There is a church on the N. side of this island, which may be seen as ships sail on the S. side of it. There is also a channel on the E. of Polcoirolle that is large and wide, through which ships may pass into the road at N. bearing N. W. northerly 2 leagues.

POLDER, in the northern channel of the Maes on the coast of Holland, against which is the 6th buoy of the channel, after the two channels are united in one, and must be left on the starboard going in; to the eastward of which a house will be seen upon the dyke, between Swaertwal and the head of the Briel, called the house of Lucht.

POLE and **PIPER Sand** or **Shoal**, on the coast of Norfolk, at the going into Blakeney. As soon as the Blakeney steeple comes on with a little steeple, the first buoy of the channel will be seen; this buoy lies at the S. end of the Pole and Piper, a sand so called which is situated on the W. side of the channel. This sand lies between Blakeney and Wells, which is 3 leagues to the westward. The beacons by which ships sail into Wells all stand along by the Piper.

POLERON Island, one of the Spice island so called in the eastern Indian Ocean, which voluntarily acknowledged James I. king of England as its sovereign. The natives of this and the other Banda Islands were thereupon either murdered or obliged to quit their country by the Dutch in the year 1615; when in a time of profound peace, they took and plundered all English ships that came thither, and have ever since possessed themselves of these islands. It is 20 leagues

leagues to the S. of Ceram island, and 33 leagues to the S. E. from Amboyna, and in lat. 4 deg. 10 min. S. and long. 121 deg. 15 min. E.

Cape POLFELLO, on the coast of Asia, is due E. from the N. end of the island of Rhodes in the Archipelago, and the S. point of the gulf of Macari.

POLEVOOT, is a flat or sand so called, situated between the land of Schowen and Orefand on the coast of Holland. There is a buoy with a tail on the starboard side on this sand, and another on the larboard side on the easternmost point of Benjaert; between these two buoys is the channel for the point of Schowen. In going in, all the buoys with tails are to be left on the starboard side, and all those without tails on the larboard.

POLICANDRO Island, is a rocky island of the Archipelago, about 20 miles in circuit, which has only one small creek on the S. E. side. But it supplies its own inhabitants in all the necessaries of life, besides which it has some trade in cotton. It is situated between Melo and Morgo in lat. 36 deg. 36 min. N. and long. 25 deg. 18 min. E.

POLICASTRO Bay or Gulf, is a bay of the Mediterranean Sea on the S. W. coast of Naples in Italy, which is bounded on the N. W. by Cape de Palamudo or Palinuro. The town so called, which gives name to the bay, stands at the bottom of it, or the most northerly part, in lat. 40 deg. 17 min. N. and long. 15 deg. 40 min. E. and about 20 leagues at S. by E. from Naples. The bay has an open entrance, with good anchorage, and it is well sheltered from most winds by the cape, which forms the N. W. point of it. The cape or gulf is about 12 leagues at E. S. E. from Salerno.

Port POLIPOLI, on the N. shore of the Levant in the Mediterranean, is nearly due N. from the middle part of the N. coast of the island of Cyprus. It is within a bay of the coast, at the mouth of a river, to the N. by W. nearly from the easternmost limit of the bay, which is a double point, off the westernmost of which is a very small island, from the W. side of which this port is very nearly N.

POLSAPATE Islands, near the coast of Cambaya in the eastern Indian Ocean, are in lat. 9 deg. 45 min. N. and long. 109 deg. 55 min. E.

POMA Island, on the coast of Dalmatia in the gulf of Venice or the Adriatic sea,

is in lat. 42 deg. 57 min. N. and long. 18 deg. 14 min. E.

POME Island, is one of the large islands close to the N. coast of France, between the Seven Islands and Lanion Haven. They are sufficiently visible, and there is no passing between them and the shore.

POMEQUE Island, is one of the three islands of the harbour of Marseilles on the S. coast of France, in the Mediterranean Sea, near the island of Iff.

POMO Island, is one of the small islands and places, on the N. E. shore of the gulf of Venice, which afford anchorage, not far from Lisa, probably the same as POMA.

POMONA Island, is the principal island of the Orkneys to the northward of Scotland, and is 24 miles in length and 9 in breadth. The town of Kirkwall is situated on this island, of which some notice has been already taken; and the island contains two very good harbours, that of Dear Sound and Cairston, the former on the N. E. part and the latter on the S. W. part. The tides run in and out very strong between the W. end of Hoy and Pomona, where there are great ripplings that seem to indicate shoal water, but it is a bold and deep channel and free from any danger on account of depth.

POMPERNEY or PUNY. See PUNY.

POMPONE or PONDE TAGARADO, is a small place on the W. coast of Africa between Batterow and Ayoba, where there is a point stretching out a great way into the sea. Ships cannot ride very well before Tagarado, but must run on a little beyond it towards Secunda, which is 5 leagues.

PONDICHERY, on the coast of Coromandel in India is a large and considerable town, but like many others of the towns on that coast, affords no harbour. Its situation is low, and ships anchor about half a league from it. Even boats or canoes cannot come within the distance of a musquet shot from the shore, on account of the breakers, so that the blacks come in flat bottomed boats to carry the men and merchandize to and from the fleet. The country round is barren, and most of the provisions are consequently brought from other places. It is about 20 leagues to the S. of Fort St. George, and in lat. 11 deg. 42 min. N. and long. 79 deg. 53 min. E.

PONDICO Island, is an island of the Archipelago,

Archipelago, on the gulf of Ziton, and situated near the coast of Negropont. It is very small and uninhabited, as are two others that lie near it.

PONGARDIVA Island, is one of the islands which are situated at the N. W. part of the island of Ceylon in the East Indies, being pretty large and rocky.

PONNOY River, on the coast of Lapland, is half a league to the southward of the southernmost of the three islands of Orlogensis, thwart of which is the narrowest part of the passage into the White Sea. The sand of Knock John is in the middle of this passage, about 3 or 4 leagues from shore. There are very strong tides here, ebbing and flowing with the spring tides 18 feet. It is 9 leagues from hence at S. W. by S. to Cross Island, between which is anchorage all along the coast in 8 or 9 fathoms, where ships may wait till the tides favour, though they run very strong. There is a point between Ponnoy and Cross Island, which has sometimes been mistaken for Cross Island; on this point, which is not so big, there are 3 crosses only. It is in lat. 67 deg. 6 min. N. and long. 36 deg. 23 min. E. See CROSS Island. From this river to Mesensche Gulf it is about 9 or 10 leagues at S. E. or S. E. by S.

PONTA DELGADA, the principal place in the island of St. Miguel or Michael, one of the Azores or western Islands so called in the North Atlantic Ocean. It is situated in a plain, at the mouth of a spacious harbour, and defended by a citadel.

PONTEQUE or PONTIQUE Point, on the W. coast of Mexico, on the North Pacific Ocean, is about 10 leagues at N. by E. from Cape Corientes; and between them is the Bay de Valderas, or Valley of Flags, which runs in deep and is about 3 leagues wide, rising from a smooth level ground towards the sea, so as to admit an easy landing, and having a pleasant green hill for its boundary within land. The point forms a round headland of an indifferent size, which looks like an island without any trees upon it. To the westward of it in the offing are two small islands called the Islands of Ponteque, almost a league from the main; between these and the shore ships may pass with safety. There are some rocks also to the westward of the islands, and a bank of sand on which the sea breaks, and at the end of it are also two other little rocks, the whole of them extending

about 2 leagues; these are called the Rocks of Ponteque. There is also another small one without a name, which is cleft in the middle, and at a distance looks like a ship without masts; between which and the rocks of Ponteque there is a safe channel. From these rocks to the port of Matanchel is about 20 leagues to the N. E.

PONTHIMAS, to the northward of Cambodia Point, on the E. coast of the gulf of Siam, in lat. 10 deg. 4 min. N. and long. 105 deg. 25 min. E. in the Eastern Indian Ocean.

PONTORSON, on the coast of France, is in the bight of the coast, in the bay of Avranches, and about 2 leagues within the mouth of the river; there is a tide haven, but it is necessary to take a pilot to go into the river. The lat. is 48 deg. 33 min. N. and long. 1 deg. 27 min. W.

PONZA Island, in the Mediterranean sea, is near the entrance of Gaeta bay, about 10 leagues from Ventotiene, being about 5 miles long and not more than half a mile in breadth, and surrounded by innumerable detached rocks, of which some are very high. Palmarole Island, at the distance of about 4 miles from Ponza, and little more than a mile in circumference, was probably heretofore a part of Ponza; as was apparently Zannone at about the same distance. This seems very likely from the rocks of lava that rise up between them, and from the waters being much shoaler than in other parts of Terracina Gulf. Its lat. is 40 deg. 53 min. N. and long. 13 deg. 10 min. E. It is sometimes called PONTIA.

POOL, a port town of Dorsetshire, is so called from a bay called Luxford Lake that almost surrounds it on every side but the N. and in calm weather has the appearance of a pool. Including all the windings of the shore, it has been estimated that this lake is not less than 60 miles in circuit. It is a very considerable port, and has a custom-house and quay, and a large cellar, called the town cellar, for warehousing the merchants goods. They send out a large number of ships annually to Newfoundland, and have some concern also with the Greenland fishery. The lake branches out into many creeks, and contains several islands; but the harbour admits vessels only of moderate burden, for which it is very secure. Besides the

Newfoundland

Newfoundland trade, it imports great quantities of timber and deals from Norway, and has a general commerce with America, as well as with various parts of Europe. It sends out great quantities of corn coast-wine, and imports large quantities of coals from Newcastle for the supply of the E. part of the county. There is an oyster bank near the mouth of the harbour, which employs a number of smacks during the season, that carry away large quantities to be fattened in the Thames and Essex creeks for the regular supply of the London market.

To sail into this harbour, coming from Handfast Point, which is 2 leagues to the southward, steer N. W. somewhat northerly, when there will be seen right ahead a high broad hill that appears higher than any of the neighbouring land; by keeping this between the two points of land, ships may sail right in. If they are obliged to turn in, keep the lead going, and run no farther over to the westward than until the flat hill comes on with the W. point; then about ship immediately, and run no farther to the eastward than until the said flat hill comes even with the E. sand hill, which is a high sharp hill lying on the E. side. With these cautions, there will be depth of water sufficient at half flood. At low water there is from 10 to 11 feet water on the bar; but it does not flow more than 5 or 6 feet up and down; and there are two flowings with one tide, as there are also in Southampton water, occasioned by the ebb out of the Isle of Wight. When a ship is over the bar, sail N. N. E. and keep the beacons on the E. part of the channel on the starboard side, running indifferently close by them, the shores being steep on both sides, and the channel but narrow. But there are booms placed all along on the E. side on the edge of the channel, for marks to sail up and down. Strangers may have pilots for this harbour in Studland Bay, to the northward of Handfast Point. The town is in lat. 50 deg. 46 min. N. and long. 1 deg. 52 min. W. and has high water on full and change days at 9 o'clock. From this port, by an act of parliament (1795), 279 men are required to be raised for the use of his majesty's navy, in aid of 20,000 to be furnished by the port towns of Great Britain.

POOLWAY Island one of the Banda or Spice Islands in the eastern Indian Ocean, about 14 leagues to the S. of Ceram, in

lat. 3 deg. 34 min. S. and long. 128 deg. 3 min. E.

POOR Head, is a point of land to the eastward of the entrance to Cork Harbour on the S. coast of Ireland, from whence the coast trends away to the N. E.

Great Popou, on the W. coast of Africa, on the North Atlantic Ocean, is towards the N. E. from Cape Montego distant 23 leagues, being 4 leagues at N. easterly from Little Popou, and 8 leagues at S. W. by W. from Whidah or Ardra, the coast between being low land, with trees here and there.

Little Popou, is 4 leagues to the S. westerly from Great Popou, and 19 leagues to the N. E. from Cape Montego. See Great Popou.

POPPINGJAY Island or PARROT'S Island, on the S. coast of Africa, is one of the two islands in the River of Gabon that lie about 2 leagues and a half from its mouth. The other is called King's Island. These lie abreast of one another; and ships may run in between them at E. S. E. in from 7 to 8 fathoms, only observing to keep off from the N. shore, because the island is foul. The anchoring place will be known by a cluster of high trees, and a bush that stands under them, where there is 3 fathoms and a half in good ground but soft. If a ship goes into the river by the S. shore, it must also keep off from the S. point, at least in from 3 fathoms to 3 and a half. Ships may anchor under Parrot's Island, and lie safe at the E. end of it, so as to wash, clean, or repair a ship's bottom. The ground is there soft and good; but from the W. end of the island there lies off a sand that must be carefully avoided, though it is readily found on sounding with the boat. To lay a ship on shore at the E. end, it is necessary to take notice that there stands a great tree on a point to the N. of the E. end, which must be left on the starboard side, and then run along between two stone points, dropping one anchor to seaward, and another on the land side to haul in by. Then haul in gradually, as the tide rises, till the ship comes aground a little before high water, fastening with 4 ropes to the cliffs. The tide here rises from 8 to 9 feet.

When the business of cleaning or repairing a ship is finished, it must then be hauled off again; and running along the S. side of the island come again to an anchor

chor in from 10 to 12 fathoms to take in wood and water. This being done, the land winds which come in the morning must be attended to, so as to get out to sea, keeping close under the shore, as there is from 3 to 4 fathoms within a gun shot.

PORCAS Cape, or *Cape de PORCOS*, is the S. point of the Bay of Scanderoon, formerly called Alexandretta, being high and steep, and making at sea in 3 steep hills. Another cape a little to the southward of it, makes at a distance like the snout of a hog, from which the whole point has been named *Cape Porcas*. It is highly advisable to note this circumstance, that ships may not mistake the Bay of Antiochia on the S. for Scanderoon. This cape is about 37 leagues at N. E. from *Cape Grega* in the Island of Cyprus, and 21 leagues from *Cape St. Andrew*, the N. E. point of that island; and the Bay of Scanderoon, which goes into the N. of this cape, is in the very bight or angle, in the N. E. extremity of the Levant coast in the Mediterranean sea. See **SCANDEROON**.

Labra de PORCAS, otherwise called the Island or Colony of Hogs, sometimes also called **PORCAT**, is on the coast of Malabar, to the southward of Cochin, and is formed by an inland branch of the sea, which runs parallel with the ocean from Cochin to Carnapole, where it takes in the river, and then opens together into the sea, making a very good harbour. Small vessels may pass through this channel, which is 70 miles in length, but there is not sufficient depth for great ships. *Moody's Bay* is the only inlet in this whole extent. See **MOODY'S Bay**. The island abounds in rice and pepper, and at the town of its name is a Dutch factory.

Ilha de PORCAS, or Island of Hogs, is one of the islands on the coast of Brazil in South America, situated to the eastward of *St. Sebastian's Island*. Between this Island of Hogs and the main is also a road for small ships under a cape on the S. E. point of the island called *Castillianos Point*, but the rest are all foul. It is about 20 leagues to the eastward of the Bay of Saints; and ships that sail to the southward must go without all the islands off this part of the coast. The Island of *Porcas* is very nearly under the tropic of Capricorn.

Morro PORCAS, on the W. coast of New Mexico, otherwise called the Hogs

Strand, is to the northward of *Point Higuera*, the S. W. point of the peninsula that forms the Bay of Panama. Between them is a shoal of sand under water, on which the sea breaks with a great noise when the wind is at S. W. it reaches out a league from the shore, and tails quite round the point, but there is 15 fathoms water as soon as a ship has cleared this sand. This *Morro de Porcas* also makes a bay to leeward, which affords good anchorage in a S. W. wind, and is the more desirable, because that wind makes a lee shore on all this coast. From this headland ships usually take their departure to go southward for the coast of Peru, steering first at S. S. E. to the island of *Malpelo*, and then S. to the coast. It is 12 leagues E. and W. from *Morro de Porcas* to *Point Mariato*, the mountains of *Guanico* to the westward being visible all the way; and from *Morro de Porcas* to *Point Burica* is 38 leagues to the N. W. across *Golfo Dulce* or *Freshwater Bay*.

Rio de PORCAS, or River of Hogs, is 5 leagues to the westward from the bay of *Honda* on the N. W. coast of the island of Cuba; in the West Indies, having *St. Lucia* between them. It is only regarded as a place for watering and killing swine, &c.

Cape PORCUS, on the S. W. shore of the Mediterranean Sea, is to the southward of *Ceuta*, just within the straits of *Gibraltar*. Between the point of *Ceuta* and *Cape Porcus* is a fine sandy bay and good anchoring ground almost all the way. It is the first point at the mouth of a small river, little more than half the distance between *Ceuta* and *Cape Tetuan*; and as the latter cape has some similar appearances, only that the river is much wider, care must be taken not to mistake them for each other. This will be done very easily by keeping the shore on board.

PORESE Island, in the Archipelago, is a very small island or rock on the W. side of *Serigollo Island*, and at S. by E. from the Island of *Serigo* at the opening into that sea.

PORKUS Reach, in the River *Hughly*, so called by the Dutch, who used to fetch hogs down the small river that comes into it called *Ferken's Sprent*. The River *Kullkully* or *Kiloula* also comes into it from the eastern shore. This reach is bold from side to side, excepting a small shoal in the river's mouth, and another

another in the bight over against the point of Rasp House Reach. See RASP HOUSE.

PORLOCK, on the coast of Somersetshire, in the Bristol channel, is a small sea port town, about 6 miles to the W. from Minehead, and is nearly surrounded on all sides, except towards the sea, by steep and lofty hills, that are intersected by deep vales and hollow glens. It has a few coasting sloops and fishing skiffs, and below it is the fishing village called Lee-Mouth. In the months of November and December the whole bay is filled with herrings which come to deposit their spawn; and this place is the rendezvous of most of the fishing smacks that belong to the Bristol channel. Vast quantities of fish are also caught in small inlets of the bay, called locks, as well as by the boats in the open sea. Its lat. is 51 deg. 14 min. N. and long. 3 deg. 32 min. W.

PORPOISE or **PORPUS** Cape, the southernmost limit of Black Point Bay, on the coast of New Hampshire in North America, is in lat. 43 deg. 38 min. N. and long. 70 deg. 22 min. W. having some very small islands or rocks off the point; and to the S. W. of it is Wells Bay, and York River still farther to S. S. W.

Cape PORPOISE, or **PORPUS** in the straits of Maghellan, at the southern extremity of the continent of South America, is at the W. S. W. half W. from a shoal that lies in the midway between Elizabeth Island and St. George's Island.

It is 4 leagues distant from the N. end of Elizabeth Island at S. W. by S. and 7 leagues and a half at N. by E. half E. from Fresh-water Bay, and in lat. 53 deg. 8 min. S. and long. 71 deg. 27 min. W. The variation here, as in other parts of the straits, was about 2 points to the E. in 1767.

PORPUS or **PORPOISE** Point, is not far from the islands called Sea Lion Islands, on the S. part of the Falkland Islands in the South Atlantic Ocean, near the middle part of them.

PORQUEROLLE Island or **POLCOIROLLE**, one of the Hieres Islands to the eastward of Toulon in the Mediterranean Sea. See **POLCOIROLLE**.

PORQUES or **PUERCOS**, are small islands or rocks, off the city of Cadiz, not far from the land, on the starboard side of the entrance into the Bay of Cadiz; they have been mentioned under the article of Diamond Sand, which lies to the

N. E. from them. They are out of the fairway of the channel, as directed under the heads of **CADIZ** and **DIAMOND**, which see, and therefore it is sufficient to mention their situation. Some advise to run into the bay within two cables length of the Porques, which are to the northward of St. Sebastian, and to pass on in from 6 to 7 fathoms till a ship is before the port of Cadiz, when she may anchor any where in from 8 to 15 fathoms; but we nevertheless think, unless persons are well acquainted, that the other directions are safer to be regarded by strangers.

PORSAL, on the N. coast of France, is to the westward of Abbeverack, and not far from the N. W. point of that country, between which, for two or three miles from the shore, it is very foul and rocky, and until a ship is to the westward of Porsal, where it is somewhat clearer, only taking care to avoid the Bouean shoals.

PORSGROUND, in the N. part of the Scaggerac Sea, is at the bottom of a gulf, in which is Long Sound, on the larboard side just within the point of the entrance; so that the same directions will serve for both, as pilots must be had to carry ships to the different loading places within the gulf.

PORSHUT, on the S. side of King Road, on the starboard side turning in towards Bristol, of which road Porshut Point may be called the western limit. It is rocky along the beach, which forms a kind of bay eastward from the point, just without low water mark, as it is also off the point.

PORTAGE Point, on the S. W. part of the shore of the gulf of St. Lawrence, and on the main land of Nova Scotia in North America, is the northern entrance into Miramichi Bay, which turns into the W. Several islands guard the mouth, and about 3 leagues to the W. from Point Portage a small river falls into it from the N. W.

PORTALESA Point, on the Island of St. Jago, one of the Cape de Verd Islands in the North Atlantic Ocean, is to the westward of Port Reybeira, and to the eastward of Port Canison; but the land is foul on this part of the coast.

PORT Angel, is a port or harbour so called on the W. coast of Mexico, about midway between St. Pedro and Compostella, on the North Pacific Ocean. It is a broad and open bay with good anchorage

age, though it is bad lading, and is situated in lat. 13 deg. 32 min. N. and long. 97 deg. 4 min. W.

PORTA MARIA, on the N. E. part of the island of Jamaica, in the West Indies, is to the S. easterly from the remarkable headland called Galina Point. Cabarito Island, a small island nearly in the bight of the bay, is before it to the N. W. and Trumpeter's Cove on the E. Green's Cove and Forster's Cove are also within the bay to the westward of the narrow point or peninsula, called Blowing Point.

PORTA NOVA, on the coast of Coromandel, or western shore of Bengal Bay, is 4 leagues at N. N. W. from Calderon, and 6 leagues at S. half W. from Tegapatnam, or Fort St. David. It is at the end of the reef of sand which runs off from Calderon, and will be known by 4 pagodas on the shore. Keep an offing of 3 leagues until the port bears due W. or till the two southernmost of the pagodas, with this offing, come into one, so as that 3 only can be seen, there is then a good road before the mouth of the river; and anchor nearer or farther off according to the depth of water, as the river is not navigable.

PORTA Port, on the N. W. side of the island of Newfoundland, within the gulf of St. Lawrence in North America; its S. entrance is about 10 or 12 leagues from Cape St. George to the northward, but the port doubles in at S. S. E. and at N. N. E. from it is an island off the coast and 14 or 15 leagues farther the S. entrance of the Bay of Islands.

PORT at Prince, in the bight of the gulf, at the W. end of the island of St. Domingo or Hispaniola in the West Indies, is to the eastward of Leogane on the N. coast of the western peninsula. Though it has two harbours, which are defended by some small islands, that which has been designed for trading vessels is almost filled up, if not entirely so, and the other which was intended for men of war, is situated in so very unwholesome a neighbourhood, as to render it a very ineligible station. The island of Gonave to the N. W. would favour a squadron blocking up the port; and it is only fit for a shipping place for the crops of the adjacent country, and for those of the rich plains of the Cul de Sac to the northward.

PORTBAIL Haven, on the coast of France, is to the S. E. from Cape Carte-

ret, and about E. N. E. from the N. E. angle of the island of Jersey. It is within the Felbank, and opens within the entrance, into which a considerable stream falls from the eastward.

PORT Bay, on the N. coast of Spain, is on the S. shore of the bay of Biscay, and is situated between the westernmost of two hills on the land, and St. Anthony. This bay is about a league in length. The hills cannot be seen when a ship comes near the land; this must be considered, therefore, as a distant direction for making the bay. To the westward of these hills will then be seen another piece of land that is highest at the E. end, and goes sloping off westward almost like the island of Portland, on the S. coast of England. Betwixt that point and the hills is another sandy bay, near which are some little houses; but it has many rocks and foul grounds near it. A high, round, sharp hill, like the point of a sword, lies inland from thence, above Laredo.

PORT CLERKE, is a spacious harbour on the W. coast of Christmas Sound at the S. extremity of South America, on the S. W. coast of the island of Terra del Fuego. The entrance to it is opposite to the W. side of Shag Island, within the sound, and a little to the N. of the low rocks that lie off the island in the channel between the island and the mouth of the harbour. A small low rock lies off the S. point of this harbour, which a ship will do well to keep clear of when standing in for the port; within it there is from 12 to 24 fathoms water, with good anchorage, and it is well secured from winds. As wood and water may be got here, the port is more eligible for a ship to touch at than any in it; and from this harbour also it can sooner put to sea than from some other places in the sound. See **CLERKE'S Harbour**, and **CARISTMAS Sound**.

PORT DESIRE, of which there has been already given a large account under the article of **Port DESIRE**, which see. To this it is only necessary to add, that some accounts make the long. to be 70 deg. 10 min. W. and 51 leagues at N. E. from Port St. Julian. But the longitude both of the E. and W. coasts of South America is, for the most part, unascertained by any good observations, except near the straits of Maghellan, and round the island of Terra del Fuego.

PORTE, another name for **CONSTANTINOPLE**

TINOPE, of which a large account has been already given.

PORT EGMONT, is one of the most extensive and convenient harbours in the world, on the N. coast of one of the Falkland Islands, in the South Atlantic Ocean, towards the W. end of that coast. It has been asserted, that the whole navy of Great Britain might ride securely in it, being every where well sheltered by the surrounding mountains. The entrance to it is from the N. and considerably to westward of the northern entrance of Falkland Sound, which is the passage between the two principal islands. Commodore Byron, in 1775, who was afterwards admiral, discovered this excellent harbour, on being sent to take possession of them for the English government, and to establish a settlement; at which time the situation and condition of the islands was fully ascertained. There is plenty of fresh water, and vast numbers of geese, ducks, and various other fowls and birds; but it has no wood, except what is drifted to it from the eastern opening of Magellan Straits.

Great PORTENDICK, or **PORTENDICK**, on the W. coast of Africa, is about 10 leagues at N. N. E. from Little PORTENDICK, which see. It is in a small bay of the coast.

Little PORTENDICK, on the W. coast of Africa, is in lat. 18 deg. N. and long. 14 deg. 56 min. W. The depth of water, almost close to the shore here, is 6 and 7 fathoms, and without this to the S. W. is a sand bank.

PORTETE Bay, on the N. coast of South America, is to the westward of the bay of Honda. As there are neither inhabitants, nor commerce, the bay is not very accurately known; and on this account it may be quite sufficient to relate, that the entrance is narrow, but appears to be wide and fair after a ship is in, and that the ground is tolerably good, but has not sufficient depth for great ships. To the westward of this bay is a high rock at some distance from the shore, and some white cliffs, against which the sea beats much in stormy weather. It has been said, which we cannot take upon us absolutely to affirm, that these high cliffs extend all the length of the coast almost to Cape Volo, which bears W. by S. a little westerly from the bay of Portete.

VOL. II.

PORTETE. See **PETIT Port**.

PORTEZI Port, at the N. end of the island of Sardinia in the Mediterranean, at the mouth of a river, within the island of La Magdalena, and having the island of Cabrera to the eastward of the E. point. The port of Ours is to the eastward of it within those islands, where is anchorage. This port of Portezi, opens from the N. W. from the strait between this island and Corfica, called the Mouths of St. Boniface.

PORTFERRY, is to the N. N. W. from the mouth of Strangford Lake on the E. coast of Ireland, having in the way a ledge of rocks under water that shews at half tide. Between these ships must sail, keeping the mid-channel; but a shoal of rocks will be seen somewhat farther to the E. shore of the lake, that must be passed on the starboard. This village of Portferry is on the E. side, a little above Strangford.

PORT GLASGOW, for which see **GLASGOW Port**.

PORT HOLLAND. See **HOLLAND Bay**.

PORT JACKSON, for which see **Port JACKSON**.

PORTLAND Bill, the southernmost point of land of the island so named, on the coast of Dorsetshire, and a very noted place to seamen. It runs out a great way into the sea, and on the high land are two light-houses, for the direction of ships passing it, either by the shore, or as a guide to those which keep in the offing. If ships, on the first discovery of the lights from the westward are in or near the bay, on that side of the island, they must haul off to the southward; and when they have brought the lights into one, they may be sure they are in the direction of the Race of Portland. To this point is about 13 leagues at W. half S. from Dunnose, on the S. side of the Isle of Wight, and from the Bill to Praule Point is 16 or 17 leagues at W. by S. half S. From the Needles to the Bill the course also is W. S. W. 11 or 12 leagues. The two light-houses bear in the direction of N. and S. nearly, a little varying from the N. towards the E. and nearly at N. W. from the shoal called the Shambles. The Bill is said to be in lat. 50 deg. 31 min. N. and long. 2 deg. 35 min. W. and to have high water on full
O o and

and change days at a quarter past 7 o'clock. See **PORTLAND Race**.

PORTLAND Head, on the coast of Massachusetts, New England, in North America, has a light-house upon it, containing one lanthorn, for the direction of seamen along the coast.

PORTLAND Island, an island so named, in the N. sea, in lat. 63 deg. 22 min. N. and long. 18 deg. 54 min. W.

PORTLAND Island on the N. shore of the English Channel, to the westward of the Isle of Wight, by some called a peninsula, is naturally a place of great strength, being surrounded by inaccessible rocks, except at the landing place, where there is a strong castle. It is a noted place for its stone quarries, of which the whole island consists, of a nature peculiarly adapted for working, and from experience is found to have the excellent property of resisting the effects of water; hence it has been used for the vast improvements that have long been carrying on in the different dockyards of this kingdom, particularly at Plymouth, and in many instances for bridges in various parts of the kingdom, Whitehall, St. Paul's Church, the piers of Westminster Bridge, and the whole of Blackfriars Bridge, with many other public edifices, have been built with this stone, and it affords much employment to barges, &c. in carrying it from place to place, as well as to those engaged in working the quarries. The island contains but one church, which has frequently been considered as in a hazardous situation. In sailing towards this island eastward from the Start, keep in from 35 to 30 fathoms water, or between 30 and 40 if bound for the Isle of Wight.

PORTLAND Island, an island so named on the E. coast of the northern island of New Zealand in the South Pacific Ocean, of a similar appearance to the island so called in the British Channel, has Cape Table, a point of land about 7 leagues to the southward of it, and Cape Kidnappers about 13 leagues to the northward of it. The natives give it the name of Teahowry. It is but one mile from a point of land on the main, and a ridge of rocks appears to extend nearly, if not entirely, from one to the other. There is a sunken rock about two miles to the N. 57 deg. E. from the S. point of Portland, over which the sea breaks violently. Round the S. point of Port-

land the water is shoaler than to the northward, but not less than 7 fathoms, though it is very irregular, and broken ground. The island makes in white cliffs, and is in lat. 39 deg. 25 min. S. and long. 178 deg. 12 min. E. For the situation of the coast, see **Cape KIDNAPPERS**.

PORTLAND Island, a small island on the W. side of Carlisle's Lagoon, on the N. shore of Lord Egmont's Island, or New Guernsey, one of the Queen Charlotte's Islands in the South Pacific Ocean.

PORTLAND Islands, a cluster of small islands in the Eastern Indian Ocean, situated to the W. of New Hanover Island, in lat. 2 deg. 30 min. S. and long. 148 deg. 0 min. E. and about 8 leagues distant from that island. They are six or seven in number, two of which are pretty large.

PORTLAND Keys, two small islands so called, near the S. coast of the island of Jamaica in the West Indies, for which see **PORTLAND Point**.

PORTLAND Point, on the S. coast of the island of Jamaica, about the middle of it, is, except just at the S. E. angle of the island, the most southerly land in it. The land trends one way from it to the N. E. by N. towards Old Harbour, and on the other towards the N. W. It is laid down in lat. 17 deg. 48 min. N. and long. 77 deg. 42 min. W. From the point to the westward it is rocky to some distance from the shore; and to the eastward of the point are two small islands called **Portland Keys**, surrounded by a bank of sand.

PORTLAND Race, to the southward of the Bill of Portland about two miles, between which ships frequently run in moderate weather, though large ships generally keep a larger offing, as it has many dangers, and especially that of being embayed and driven upon the beach to the westward of Portland, on **Chefil Bank**. After using every caution without effect, and it is found impracticable to weather the Race, as may happen in S. W. winds, run in between the Race and the Bill, especially if it is a slack or ebb tide, in coming from the westward, and hold on about a league at N. E. easterly, and then N. E. by N. for **Portland Road**. If a ship cannot even weather the Bill, she must then trust to her ground tackle, and come to

an anchor at all events, though the ground is all loose in the bay, and many ships have been driven from their anchors, and cast ashore. If, after all, this should happen, observe the directions given under Burton Bay, and endeavour to run on shore between Burton and Chefil, where the ground is steep and bold. But if a ship comes near the W. part of the Race with the flood-tide, the current is there very strong, and a ship that gets into it cannot possibly come on shore; this will afford an opportunity for a ship to pass between the Bill and the Race. The ground in the Race is very uneven, and in some places shoal to 7 fathoms, then it has 10, and then 16 fathoms. These over-falls, producing, by the violence of the tides, a kind of sea cataracts, occasion great heavings and breakings in the water, like the boiling of a pot, and make very great seas; so that, according to the situation and strength of the wind, ships have frequently been in great danger of foundering therein. This rippling begins, as we have noted, about two miles off the Bill, and about one mile to the westward, and reaches eastward as far as to St. Alban's or Peverell Point.

PORTLAND ROAD, is a very good situation for ships, and secure as a harbour in westerly and southerly winds, and has very good holding ground. Care must indeed be taken of the Shambles, a long hard sand so called that lies off from the S. E. part of the island of Portland. When Weymouth castle is on with the E. point of land of the island, a ship will touch the very edge of the Shambles on the inside; and, by keeping them a fair's breadth open, it will keep clear of this sand. About a good league at N. by E. is the port of Weymouth. The anchorage in the road is in from 8 to 10 fathoms water, when the castle is open of the high land, and the easternmost point of Portland in sight at S. half W. or the steeple of Wick a handspike's length above the high cliff of Portland.

PORTLEMOUTH. See **SALCOMBE**.

PORTLOCK. See **PORLOCK**.

PORT L'ORIENT, is a sea port and fortrefs of the W. part of France, at the mouth of a river opposite to Port Louis, and the principal station of the French East India ships, from whence it obtained the name of L'Orient, and about 9 leagues at N. W. from Vannes. It is

in lat. 47 deg. 45 min. N. and long. 3 deg. 20 min. W. See **ORIENT**.

PORT MAHON. See **MAHON**.

PORT MAURICE. See **MAURICE PORT**.

PORTO, has been already noticed under the name of **Oporto**, which see.

Port PORTO, is at the S. point of the entrance into the River Villaine; on the W. coast of France.

PORTO BELLO, is a town of Darien, or Terra Firma Proper, situated on the narrowest part of the isthmus, which joins North and South America. It has a large and commodious harbour, with good anchorage and shelter for ships; but the entrance is narrow. The town, which stands on the declivity of a mountain that surrounds the whole harbour, is very unhealthy; and is but 72 miles from Panama, which lies on the opposite side of the isthmus on the North Pacific Ocean. When the Spanish galleons are here, which is called the fair, provisions and lodgings are extravagantly dear, and 1000 crowns have been given for a shop. The town is at the bottom of the harbour, and the entrance is secured on the larboard by a strong fort, and on the starboard by a block-house, as well as several other forts. The harbour is about a mile wide, and 2 or 3 deep, off the western point of which is Drake's Island, near a mile to the W. from Iron Castle, that stands on a point on the larboard side of the entrance; and Bonaventura Island is nearly 2 miles to the S. from Drake's Island on the starboard side of the entrance, opposite to the mouth of Guanches River. Porto Bello is in the eastern angle at the bottom of the bay, the watering place is at the W. end of the town, and the careening place at the N. angle. But all traders get away as soon as possible from so unwholesome a place. It is 7 leagues at E. by N. from Chagre, and to the westward of the Bastimentos; and after ships have entered the port or harbour, there is anchorage in from 6 to 8 fathoms and good ground, close to the shore, and from 10 to 11 fathoms in the road farther off, being all clean and no rocks or shoals or dangers of any kind. From the E. point of the entrance into Porto Bello, called Acada, lie four small islands covered with trees; but there is a bold channel between them and the shore. Nombre de Dios is about 20 miles to the eastward.

The name of Puerto Bello, or Fair Harbour, was given to this port by Columbus in 1502, on his first discovering it, from its extent, depth, and security. The Iron Castle, or Fort St. Philip de Lodo Hierro, is at the N. point of the entrance, but the S. side is full of rocks, so that ships are obliged to keep the middle, within 660 yards of the castle, as the entrance is but three quarters of a mile broad, where there is from 9 to 15 fathoms water, and a bottom of clayey mud, with a mixture of chalk and sand. Large ships anchor to the N. W. of the castle of St. Jago de la Gloria, which is about 200 yards from the town, and on the S. side of the harbour, and nearly in the centre in a good depth of water. Small vessels that go farther up must take care to avoid a sand bank which stretches off 300 yards from St. Jerom's Point, near the houies, having 9 or 12 feet water upon it. The small bay, called La Caldera, or the Kettle, having 4 fathoms and a half water, is to the N. W. of the town. The lat. of the town is 9 deg. 33 min. N. and long. 79 deg. 50 min. W.

PORTO CABELO, is a maritime town of the Caraccas in the West Indies, about 6 leagues from Leon, and chiefly inhabited by fishermen, sailors, and factors.

PORTO CAVALLO. See **CAVALLO** and *Port CAVALLOS*.

PORTO DE CAVELLOS, is a small town with a large harbour in the gulf of Honduras, in New Spain, in the West Indies.

PORTO FARINO, is a town of Tunis in Africa, having a harbour a little to the W. of the ruins of Carthage, and 34 miles to the N. of Tunis, in lat. 36 deg. 30 min. N. and long. 10 deg. 16 min. E. See *Porto FARINA*.

PORTO FERAJO, or **FERRARIO**, is a town on the N. side of the island of Elba in the Tuscan Sea, between the N. part of Corsica and the main, and about 15 leagues to the N. W. of Orbitello. It is in lat. 42 deg. 40 min. N. and long. 11 deg. 28 min. E.

PORTO GALLETE, is a small sea port of Biscay in Spain, on the N. coast, about 8 miles to the N. of Bilbao, in lat. 43 deg. 29 min. N. and long. 3 deg. 10 min. W.

PORTO HERCOLE. See **HERCOLE** Island, and *Porto HERCOLE*.

PORTO LONGONE, is a fortress and port town at the E. end of the island of Elba in the Tuscan Sea, almost opposite to Piombino Point or peninsula on the main, in lat. 42 deg. 36 min. N. and long. 11 deg. 22 min. E.

PORTO NOVO, on the coast of Coromandel, or western shore of the bay of Bengal, is about 7 or 8 leagues to the northward of Tranquebar, where the Dutch have a factory. It is a place of good trade, but the river is small, and only navigable for small country vessels. The fresh water here is bad, and productive of the flux; but the road is the smoothest and safest of any on the coast of Coromandel, having little or no current in it, the bottom also being free from danger, and having good holding ground in 6 fathoms water. The Kolleroon Shoal, which lies to the S. E. from it, shelters it from the great swell that is found on every other part of the coast.

PORTO PEDRO, is a sea port town of the island of Majorca in the Mediterranean, for which see **PEDRO**.

PORTOPIN, in the island of Majorca, on the S. W. side, is a small port so called, nearly in the bight of the bay on that part of the island, before which, in the road, is anchorage in from 10 to 6 fathoms, well sheltered from the E. and N. and farther in the depth is less; but there is only 3 and 2 fathoms within the havens, which are therefore only fit for small vessels.

PORTO PORTILLA, is one of the two ports of any import, on the S. E. part of the island of Cuba in the West Indies, between Cape Cruz and Cape Maizi, the E. point of the island; Civita Vecchia is the other. Both of these are very convenient harbours, and very well sheltered, but they are little frequented, though they have in the entrance of them from 3 to 4 fathoms water.

PORTO PRINCIPE, is a port town on the N. coast of Cuba, about 100 leagues to the S. E. from the Havannah, and 62 leagues at N. W. from Baracoa, and was formerly a good town, but is now decayed. It is in lat. 20 deg. 55 min. N. and long. 75 deg. 27 min. W.

PORTO RE, about two hours sail from Buccari, in the gulf of Venice, was some years ago deemed of so much importance, as to be designed for a dock-yard for building ships, its harbour being much broader

broadier than at sight it appears to be, and will conveniently hold 36 men of war in a line. The entrance to it is narrow, and it is well defended by batteries.

PORTO RICO Island, one of the West India islands, the principal town of which, on the N. side of the island, has the same name. It is about 120 miles in length from E. to W. and 36 in breadth from N. to S. The S. E. part of the island has been stated to be in lat. 18 deg. 9 min. N. and long. 65 deg. 49 min. W. and the N. E. in lat. 18 deg. 39 min. N. and long. 65 deg. 43 min. W. but Mona Island, which is contiguous to the island at the S. W. is laid down as in lat. 18 deg. 10 min. N. and long. 68 deg. 28 min. W. It is mountainous and unequal, and subject to excessive dryness as well as very destructive hurricanes, though it is nevertheless fruitful under these disadvantages. The rainy season is from June to August, when the weather would otherwise be insupportably hot; but they have frequently violent hurricanes about midsummer, or the beginning of harvest, when the plants suffer greatly by a N. E. wind. From 8 o'clock in the morning till 4 in the afternoon, they have also, as in many of the other islands, a breeze from the sea; but from 6 to 8 in the morning, and from 4 to 6 in the afternoon, it is extremely hot. A ridge of mountains which runs through the island produces many brooks and rivers, which serve to water the plains. It produces sugar, rum, ginger, hides, cotton, and cotton thread, cassia, mastic, &c.

PORTO RICO Town, or St. John de Porto Rico. See *St. JOHN's* Town.

PORTO SANTO Island, in the North Atlantic Ocean, is about 20 miles in length and 8 in breadth, and is the smaller of the Madeiras. A little town of the same name is situated on a bay, which often affords a good shelter for ships coming from the Indies, being in lat. 33 deg. 5 min. N. and long. 16 deg. 5 min. W. There is a great rock upon each end of the island, and the road is on the S. W. side to the eastward of a ragged rock, before a little haven, where ships may lie land-locked. To the Island Madeira from this island the course is S. W. westerly 17 leagues. It is about 100 leagues to the S. W. of the coast of Africa, has no harbour, but there are

good moorings in the road. It produces but little corn; has some oxen and wild hogs, and a vast number of rabbits. Here are trees which supply the gum called Dragon's Blood.

PORTO SANTO Island, on the coast of Peru in the South Pacific Ocean, and the western coast of South America, is 9 leagues to the N. W. from the island of Guanape, is nearly opposite to the port of Ferol, a little northerly, at the distance of a league, and a league to the W. N. W. from the port and city of Santo or Santa.

PORTO SANTO, is a port that is situated in the mouth of a river of its name, in the direction of N. N. E. from the point of Ferol, being about 6 leagues to the S. E. from Cape de Chao or Chau, in lat. 8 deg. 47 min. S. Just before the harbour is an island that stretches about a league in length N. and S. on either side of which is a channel into the harbour, and anchorage in from 7 to 8 fathoms, and all clean ground. In going within the mouth of the harbour, some trees will be seen about half a league up on the starboard side, behind which is the town.

PORTO VECCHIO, is a sea port of the island of Corsica in the Mediterranean, situated on a bay on the E. coast of the island, being about 40 miles to the N. of Sardinia, and in lat. 41 deg. 42 min. N. and long. 9 deg. 20 min. E.

PORTO VENEREO, is a town of Italy on the coast of Genoa, at the entrance of the gulf of Spezia, situated on the side of a hill, which has a fort on its summit. It is a good harbour, and is about 15 leagues to the S. E. of Genoa, in lat. 44 deg. 5 min. N. and long. 9 deg. 38 min. E.

PORT PAIX, in the island of Hispaniola or St. Domingo in the West Indies, is in lat. 19 deg. 58 min. N. and long. 73 deg. 2 min. W.

PORT PATRICK, is a small sea port town in Wigtonshire, near the S. W. part of Scotland, noted for its ferry to Donaghadee in Ireland, from which it is about 7 leagues distant. Here is one of the finest quays in Britain, and it has a light-house with reflecting lights. Four elegant packet boats are stationed here for conveying the mail and accommodating passengers between Scotland and Ireland, and back again; with mail coaches from Dublin to Donaghadee, and

and from Port Patrick to Edinburgh. The great improvements of the town and harbour are principally to be attributed to the exertions of the late Sir John Hunter Blair. See *Port Patrick*.

PORT PRAYA, in the island of St. Jago, the principal of the Cape de Verd Islands in the North Atlantic Ocean, is somewhat more than a mile and a quarter wide at the entrance, and about a mile in depth; though it is not more than half a mile broad at the head of the bay. It is situated near the middle of the S. coast, in lat. 14 deg. 54 min. N. and long. 23 deg. 30 min. W. the entrance to which is defended by a good fort, on an elevated spot. The circumstances of this bay have not in general been accurately stated, so as to afford sufficient information to mariners; but our celebrated countryman, Captain Cook, who suffered no defects of this nature to escape his attention, has rectified every error, and removed every doubt, respecting this port. He has said, that "it may be known, especially in coming from the E. by the southernmost hill on the island, which is round and peaked on the top, and lies a little way inland in the direction of W. from the port. This mark is the more necessary, as there is a small cove about a league to the eastward, with a sandy beach in the bottom of it, a valley and cocoa-nut trees behind, which strangers may mistake for Port Praya. The two points which form the entrance of Port Praya are rather low, in the direction of W. S. W. and E. N. E. half a league from each other nearly. Close to the W. point are sunken rocks, on which the sea continually breaks. The bay lies in N. W. near half a league, and the depth of water is from 14 to 4 fathoms. Large ships ought not to anchor in less than 8 fathoms, in which depth the S. end of the Green Island, (a small island so named, lying under the W. shore) will bear due W. Ships may water at a well that is behind the beach at the head of the bay; the water of which is tolerable, but scarce, and bad getting off on account of a great surf on the beach. The refreshments to be got here, are bullocks, hogs, goats, sheep, poultry, and fruits." The W. point is a long projecting neck of land, and known by the name of Tubaroon Point, from which a reef of rocks runs out about one-eighth of a league into

the sea; off which there is anchoring ground in 9 fathoms water. At the E. point there is 8 fathoms and a half, near in with the land. Quail Island is a little way in on the western side of the bay, and about half a mile in length; and as the bay runs from the W. to the N. the shore is low, with sandy plains, and there is a landing place to the southward of the Portuguese fort, and a river running up into the island. There are several indentings from the N. to the E. shore, and at N. N. E. from the creeks in the bay there is a high land; when this is brought into one with the fort, there is good anchorage in 5 fathoms water.

For **PRAYA**, in the islands of Terceira and Graciosa, see **PRAYA**.

PORTQUEEN. See **PADSTOW** and **PARTIFACK**.

PORT ROYAL Bay, on the S. side of the island of Jamaica, was one of the finest sea ports in America before the 9th of June, 1692. Above 1000 sail of ships could anchor in it with the greatest convenience and safety, and the water was so deep at the quay of Port Royal that vessels of the greatest burden could lay their broadsides to the wharfs, and load or unload with little trouble and small expence. Such advantages were too great for a commercial people to resist, and the town was built upon this spot, though it was a dry and barren land, and neither afforded a single drop of fresh water, nor produced any one necessary article of life. But a dreadful earthquake at that time, when it contained 2000 handsome houses, swallowed up nine-tenths of it, and sunk it 8 fathoms under water. It was rebuilt, but afterwards in about 10 years was destroyed by a terrible fire; and, after being again rebuilt, was destroyed in 1722 by a dreadful hurricane. It was not till after this time, that Kingston rose into consequence, not being begun until after the earthquake of 1692. The town of Port Royal was, after the third calamity neglected, and the public buildings established at Kingston, across the bay, about 5 miles distance by water, but 15 by land. The harbour, however, still joins to the bay at Kingston, and is very large and deep. Port Royal suffered afterwards in 1744, and a few years back consisted of three streets and 2 or 3 lanes, and not more than 200 houses. In time of peace, the English fleet is generally stationed

stationed in the harbour; but they rendezvous at Point Negril, at the N. W. end of the island, when the English are at war with Spain. On the extremity of the neck of land is Fort Charles, which is mounted with 126 pieces of cannon, to defend the entrance into the harbour. Many persons have overcome their fears from the effects of its former misfortunes, so that the town, which stands on the extreme W. point of a narrow neck or spit of land, that runs 10 or 12 miles out, is again improving. It has the ocean on the S. and a bay of 3 leagues in breadth on the N. and a sufficient depth of water for vessels of 700 tons to lie close to the shore. It is in lat. 18 deg. 0 min. N. and long. 76 deg. 45 min. W.

As a place of defence, Port Royal is deservedly valued. Enemies ships, in advancing towards the harbour, must pass between shoals and rocks, through a difficult channel, in some parts extremely narrow, and be exposed to a severe fire without a possibility of returning any. Ahead, the Twelve Apostles, mostly 42 pounders, on the battery upon the point of Salt-pan Hill, situated above the range of shot from ships approaching the harbour, would rake them the whole way, until they tacked to stand up into the bay; they would then be exposed on one side to the fire of the Twelve Apostles, and to the fire of Fort Charles on the other, and in front to the battery of Fort Augusta on Musquito Point, which is W. a little southerly from Kingston about 3 miles and a half and to the N. W. about 2 miles from Port Royal. See what has been said under the articles of KINGSTON and PLUMB Point.

PORT ROYAL, or Matavai Bay, in the island of Otaheite. See MATAVAI. It contains good anchorage every where, having 17 fathoms with a fine bottom of black sand, beyond a reef round the N. part of the island, which extends out for half a league to the westward. Within half a mile of the upper part of the bay, and scarce two cables length from a fine fresh water river, and about 2 cables and a half from the reef, there is 9 fathoms, and 5 fathoms close to the shore. There is good landing on every part of the beach; and the reef and some rocks at the upper end, which are above water, are the only dangers. From this port, the coast of the island trends one and two points to the S. of the E. for about

10 miles, and then nearly S. or a point easterly for 11 miles more, to the isthmus which connects the two parts of the island, the shore in the former part being open to the sea, but in the latter it is covered with reefs of rocks that form several good harbours, and safe anchorage, in from 16 to 24 fathoms. See *Point VENUS*.

PORT ROYAL, in Nova Scotia, in North America, for which see ANNA-POLIS.

PORT ROYAL Harbour, on the coast of South Carolina, in North America, is to the N. E. from Savannah River, between the N. E. end of Hilton's Head Island, and the small island called Jenkins' Island, and the opening of Port Royal Great River, which comes down from the W. side of Port Royal Island. It is 12 leagues at S. W. by S. from Ashley River, or Charles Town. It goes in between two shoals, that on the starboard being called Cole's Clare, on which breakers are seen, and that on the larboard is sometimes called Martin's Industry, and is at least a mile over, having a depth every where in the fairway of 4 fathoms. See PHILIP'S Point. It may be proper to notice, that all the winds from the N. E. to the S. E. which set in upon this coast, obliquely or directly, bring in a high tide here, and upon all the coast, and commonly alter the course of the flood, which is only found within 6 leagues of the shore, and generally setting to the northward; and the usual time of high water on full and change days is about a quarter past 8 o'clock, though we have some accounts which state it to be high water at 7, and that it is in lat. 32 deg. 6 min. N. and long. 80 deg. 19 min. W.

PORT ROYAL Harbour, in the island of Martinico, in the West Indies, is so called after the town of its name, which, with St. Pierre's, or St. Peter's, are the principal places of the island. It is in lat. 14 deg. 36 min. N. and long. 61 deg. 9 min. W.

PORT ROYAL Harbour, near the bottom of the bay of Campeachy, in the S. W. angle of the great gulf of Mexico, is 18 leagues at S. W. by S. from Champetan. It is the entrance into a great salt lake, or one of those called Lagunas, which is from 9 to 10 leagues long, and 3 or 4 broad. This lake has two mouths or entrances, one at each end,

end. The entrance of Port Royal has a bar thwart of it, on which there is not above from 9 to 10 feet water, which entrance is about a mile over, and 2 miles long. There is water enough, when a vessel is in, and several good bays and anchoring places, where ships ride very secure, and have very good landing and loading. It is most common for ships to anchor on the weather side of the entrance, or, which is the same thing, on the E. side next to Champetan. Here they may ride near the wharfs which were formerly made by the logwood cutters for the convenience of loading; they will also be out of the current of the tide, that runs very strong both in and out in the mouth of the lagoon.

PORT ROYAL Island, on the coast of South Carolina, is within the harbour of Port Royal, containing about 1000 acres of very excellent land, in which is the town of Beaufort, in lat. 32 deg. 23 min. N. and long. 80 deg. 13 min. W. It is situated near the mouth of Port Royal Great River, which washes the W. side of it. This island forms with the contiguous main land, one of the most secure and convenient harbours on the coast, the island being about 15 miles in length. The town of Beaufort is on its N. E. shore.

PORT ROYAL Island, at the bottom of the bay or gulf of Campeachy in the S. W. part of the gulf of Mexico, is a low and swampy island, and situated to the W. of the harbour of Port Royal; making one side of the passage into the harbour, as the main land forms the other side. It is about 2 miles wide and 3 miles long, and lies due E. and W. The small and low island of Triest is on the W. side of it, being parted from it only by a small creek, scarce broad enough for a canoe to paddle through.

PORT ROYAL River, in South Carolina, on the coast of North America, is about 5 leagues to the northward of the River May, having a bold entrance, and about 17 feet water on the bar with the ebb of the tide. The harbour that is hereby formed is large and commodious and safe for shipping, and runs up into a fine fruitful country. Several fine rivers unite their streams before it reaches the harbour, which is about 60 leagues to the northward from St. Augustine.

PORT ROYAL, a town so named, on the S. shore of the Tapanoc River, which falls from the N. W. into the river

or bay of Chesapeake, about 20 miles to the S. E. from Fredericksburg, and 14 to the N. W. of Leeds.

PORT ST. JOHN, is a small town in the province of Nicaragua, in New Spain, situated at the mouth of a river on the North Pacific Ocean, about 10 leagues to the N. W. from Leon, to which city it is the port town. It has a safe and capacious harbour, and is in lat. 12 deg. 10 min. N. and long. 87 deg. 38 min. W.

PORTSAL, on the N. coast of France, in the English Channel, is in lat. 48 deg. 36 min. N. and long. 4 deg. 43 min. W.

PORT SANDWICH, a harbour so named, in the island of Mallicollo, one of the New Hebrides, in the South Pacific Ocean. See SANDWICH.

PORT ST. MARY, is a port town of Andalusia in Spain, situated at the mouth of the river of Guadalete in the bay of Cadiz, and about 10 miles to the N. E. from it. The lat. is 35 deg. 37 min. N. and long. 6 deg. 0 min. W.

PORT SEYTON, is between Guilaness and Mufebourg, in a deep bay which the coast forms between them. This harbour has a great stone pier for a defence from an easterly sea; but it falls dry at low water, having only 9 or 10 feet water at high water on the neap tides, and 12 or 13 feet at spring tides. But there is good anchorage in the bay, which is on the S. opening of the Frith of Forth.

PORTSHUT Point, or PORSHUT. See PORSHUT.

PORTSMOUTH, is a principal sea port town of England, on the coast of Hampshire, and situated on the English Channel, and one of the most secure and capacious harbours in Great Britain, being defended by a numerous artillery both on the sea and land side, with very good fortifications. A great part of the royal navy is built here; and it has some of the finest docks, yards, and magazines of naval stores in Europe. It is situated in the island of Portsea, and is surrounded by the sea, except on the N. side, where there is a river that runs from one arm of it to the other. On account of the royal navy, it is a town of great resort, the usual rendezvous of the fleets of England, being in the road of Spithead, which is opposite to it, between the Isle of Wight and the main.

We have already given directions under **HORSE BUOY, NO MAN'S LAND BUOY,** &c. for coming into Spithead Road from the eastward, or from St. Helen's; if a ship is also to come into the harbour of Portsmouth, as soon as it has passed through between the Horse Buoy and No Man's Land Buoy, and has brought the middle of the great chalk pit on Post Down Hill to the W. part of South Sea Castle, haul in with that mark on for the Spit Buoy at N. westerly, and as soon as a ship has got thwart the buoy on the larboard, it must steer up channel for the mouth of the harbour at N. W. by N. or thereabouts, in 2, 3, 4, and 5 fathoms in, within a stone's cast of the beach. Keep the White Patch open to the northward of the castle, so that the old church on Gosport side may enter on the point, which will carry a ship clear of the shoals on the starboard side going in, a little within the Gibbet.

The town of Portsmouth is in lat. 50 deg. 47 min. N. and long. 1 deg. 6 min. W. where it is high water on full and change days at a quarter past 11 o'clock. The Academy is in lat. 50 deg. 48 min. N. By the late act of parliament (1795) for raising men for the use of his majesty's navy, this port is required to procure 75 men.

PORTSMOUTH, the principal town of New Hampshire, in North America, on the S. bank of the Piscataqua River and harbour, about 60 miles to the N. E. from Boston, in lat. 43 deg. 9 min. N. and long. 70 deg. 16 min. W. We have mentioned under **PISCATAQUA** the nature of its harbour, and the light-house under that of **NEWCASTLE** Island.

PORTSMOUTH, a town so called in Rhode Island, on the coast of New England in North America, near the N. end of it, about 5 miles to the S. E. from Bristol.

PORTSMOUTH, is a town of Virginia, in North America, within a creek on the S. shore of James River, and on the W. side of a rivulet which there falls into it to the westward of Lynhaven Bay.

PORTSMOUTH, on the coast of North Carolina, in North America, is to the S. W. from Cape Hatteras, and on the N. E. point of the bank which runs up from Cape Lookout. It is on the larboard side at the going in through the Occracocke Inlet into Pamticoe Sound. This bank is known by the name of Core

Bank and the town has a port of some trade.

PORTSMOUTH, a new town so called, which has been lately built in Prince Rupert's Bay, in the island of Dominica, in the West Indies, between the salt works and the coast.

PORTSOY, a sea port town of Banffshire, in Scotland, having a good harbour, and a considerable trade.

PORT STEVENS, is one of the numerous bays or harbours on the E. coast of New Holland, or New South Wales, in the South Pacific Ocean. See **STEPHENS**.

PORTUDALI, on the W. coast of Africa, is a place on the coast to the S. E. from the island of Goree, about 9 or 10 leagues. There is a small bank before it not far from the shore; but there is anchorage all the way along the coast to the island northward, in from 10 to 7 fathoms. It is in lat. 14 deg. 20 min. N. and long. 11 deg. 25 min. W.

POSLET, the same with **PORSHUT**, which see.

POSSESSION Bay, in the straits of Maghellan, has very irregular foundings, though the ground is every where a fine soft mud and clay. The point of the bay, which is in lat. 52 deg. 23 min. S. and long. 69 deg. 50 min. W. must have a good birth on account of a reef that runs off from it a short mile. The tide rises in this bay between 4 and 5 fathoms, and runs at the rate of a mile an hour, but in mid channel without the bay near 3 miles an hour. There appears to be good landing, but it has neither wood nor water. The variation of the compass here, as on every part near the coast of Terra del Fuego Island, is 2 points to the E.

POSSESSION Bay, in the island of South Georgia, in the South Atlantic Ocean, is about 11 leagues to the E. of Cape North, near Bird Island, in lat. 54 deg. 5 min. S. and long. 37 deg. 18 min. W. It goes in at S. W. by S. about 2 leagues, and is about 2 miles in breadth, and well sheltered from all winds, but no anchorage could be found with 34 fathoms of line within the bay. The tide rises 4 or 5 feet, and it is high water on full and change days about 11 o'clock.

POSSESSION Island, near the S. E. point of Endeavour Straits, at the N. point of New Holland in the South Pacific

cific Ocean. The flood sets here moderately to the N. W. and ebbs to the S. E. and it is high water at spring tides about 1 or 2 o'clock, rising about 12 feet. In sailing through to the westward, this island should be left on the larboard, and two small round islands that are about 2 miles to the N. W. of it on the starboard.

Point Possession, in the straits of Maghellan, near the southern extremity of South America, is off the N. end of a sand bank, about 3 miles from which at S. S. W. is 25 fathoms, when the *Asses Ears* bear W. half N. The flood tide sets southward from this point to the entrance of the first Narrow; and to the S. W. of it at 3 leagues distance, and 2 leagues at N. E. from the entrance of the first Narrow, is a shoal bank, above 2 leagues long and full as broad, many parts of which sometimes come dry, and the sea breaks high over the other shallow parts of it. The distance from *Dungeness Point*, 5 miles within Cape Virgin Mary, is 6 leagues at W. by N. quarter N. to Point Possession; and from Point Possession to the S. side of the First Narrow is 9 leagues at W. S. W. quarter S. the Narrows being 3 leagues in extent.

Great POTATOE Bay, on the S. coast of the island of St. Christopher's, or St. Kitt's, in the West Indies, is to the eastward of *Basseterre Road*, towards *Frigate Bay*.

POTOE Island, near the entrance into the harbour of Macao, in China, between which and the *Grand Ladrone*, to the eastward of this island, is a channel through towards the road. It is small and rocky, and off the W. end there is said to be foul ground, though that is to be doubted; caution, however, may be advisable. If the ebb should come on before a ship can get to the road of Macao, after passing this island, there is anchorage in 6 fathoms, when Macao bears N. W. distant 3 leagues, and this island at S. half W. distant 2 leagues.

POTOWMACK. See **PATOMACK**.

POVEAN River, on the E. side of *Dear Island*, towards which ships may sail in 5, 6, and 7 fathoms, taking care to avoid a flat that lies to the eastward by giving it a small birth, which will be done by keeping in mid-channel. See **DEAR Island**.

POUJONG. See **PANJANG**.

POULDUC Road, on the W. coast of France, is round the western point of

Quimperley River, being the W. part of *Quimperley Bay*, the eastern extremity of which, between the island of *Grovaïs* on the S. and the main, is the opening into *Port L'Orient*, in the direction of N. E.

POULE Cape, on the S. part of the island of *Sardinia*, in the Mediterranean, is the W. point or limit of the gulf of *Caillery*, or *Cagliari*. There are two small islands before it on the E. and within the northernmost of them, which is the largest, comes in a small river. There is anchorage on the N. side of this island, in various depths from 15 to 6 fathoms at a greater or less distance from shore, and off the N. point of the cape, which makes in several points, is 8 and 9 fathoms. Cape and *Port Malfatan* are to the S. W. from it.

POULE Island, is a small island on the W. side of the island of *Schiro*, towards the N. E. coast of *Negropont*, or W. shore of the *Archipelago*, lying nearly off the mouth of a deep bay, with several smaller ones, near the S. W. angle of *Schiro*.

POULGUEN, on the W. coast of France, is about 2 leagues at E. S. E. from *Croisic Point*, being a village with a high spire steeple, between the *River Villaine* and the *River Loire*, and about N. N. E. from the bank called the *Four*. It is a mark for sailing into the *Loire* from *Belle Island*, by bringing the spire right against the highest tower at the E. end of *Croisic*, and running along to the N. end of the *Four*, keeping them so until the W. end of *Dumet* comes on with *Penvis Point*. Keeping these open and shut, run S. by E. until *Poulguen Point* comes at E. by S. and run on in the same course to the island of *Baguenau*. There are several small islands, rocks, and sandy banks to the eastward of the point which are very dangerous; so that ships are advised to keep off from the shore harbours as much as possible.

POULON Island, on the W. coast of Africa, is among the number of the *Bissegos*, to the S. eastward from *Cape Roxo*, and to the N. W. from *Cape Verga*. The course is regulated by soundings, for ships must steer more easterly if it shoals, and more to seaward if they exceed 10 fathoms. The main land from *Poulon* to *Cape Verga* is apparently low and full of trees, but after passing the island of *May*, there will be some high points of land extending out to seaward.

POUL-

POULTON and **PRESTON**, in Lancashire, situated near the mouth of the River Ribble, which falls into the Irish Sea, are, by a late act of parliament (1795) required to raise 17 men for the use of his majesty's navy.

POUMARON, or **PUMARON** River, the E. point of which is named Cape Nassau or Cape Drooge. See *Cape Nassau*. It is on the coast of Surinam in South America.

POURCEAUX Bank, near the Platresses at the N. W. part of the coast of France, is 2 or 3 leagues at S. S. W. from the shoal called Le Four. See *PLATRESSES*.

POUSSOLE or **POZZUOLI**, in the N. part of the gulf of Naples, is on a point of land, which forms the eastern limit of a bay, called from the name of the city, the bay of Pozzuoli or Puteoli. It is rocky along the S. side of the point, but is clean on the N. W. side, and in several parts of the bay. On the N. side of the point is a castle, and to the N. E. is a volcanic hill, which serves as a guide to the city. It is about N. N. W. from Nisida Island.

POVERTY Bay, on the E. coast of the northern island of New Zealand in the South Pacific Ocean, is about 7 leagues to the N. from Cape Table. The land is here very high, and in the N. W. part of it, before the entrance of a small river, is good anchorage in 10 fathoms, with a fine sandy bottom, about half a league from the shore. The sides of the bay are very high white cliffs, the middle low land, with hills gradually rising behind; there is a river at this part, not fordable, of about 40 yards in breadth. A great surf every where beats on the shore. It is in the form of a horseshoe, and is called Taoneroa, or Long Sand, by the natives, and is known by an island that lies close under the N. E. point. The other point of the bay is about 2 leagues at S. W. by W. from it. The depth within the bay is from 12 to 5 fathoms, with a sandy bottom and good anchorage, but open to the winds between the S. and E. In fine weather, boats can go into the river, and out, at any time of the tide; but there is a bar at the entrance which prevents boats from passing when there is a high sea. The best part to attempt it, on such an occasion, is on the N. E. The shore of the bay a little within the entrance is a low flat sand. This bay is in lat. 38

deg. 42 min. S. and long. 178 deg. 24 min. E.

POWLES Bay, on the eastward of the point so called, is on the S. coast of the island of Newfoundland, near the S. E. part of the island. It is a deep bay, and there is a high ridge of beach between the point and the road, so that the masts of ships may be seen over the top of the beach into the offing as they lie in the road. When a ship is in, there is good riding; but it is a very dangerous place to be embayed in, as the sea sometimes rolls in mountains high, according to the state of the winds, and there is no current to assist a ship in getting out.

POWLES Point, is the E. S. E. point of the entrance into the bay of Trepasius, near the S. E. part of the Island of Newfoundland. There are some rocks under water off the point, that may be known by the breaking of the sea upon them. The time of high water on full and change days is about 6 o'clock, when it usually rises about 7 feet, and on the neaptides 5 feet; but the last varies considerably, as the winds lie either off shore or off sea.

POWTO Island, on the coast of China, otherwise called the Worshipping Island, the fairway to which is to leave the Pathahecocks to the larboard, and to stand in for Powto Harbour, where there is good anchorage in from 7 to 12 fathoms, and where ships may send a boat on shore to Chusan for a pilot.

POYANCE Bay, in the island of Majorca, in the Mediterranean, is on the E. part of the island, and runs in pretty deep between Cape Fromental which is the N. E. extremity of the island, and Cape d'Alcudi to the S. of it. There is anchorage within it, in from 12 to 5 and 4 fathoms, and pretty clean and free from rocks in the inner part of the bay, taking care only to avoid some sunken rocks on the S. shore, and near a small island just within the outer cape on the N. shore.

POZILIPE, on the N. shore of the gulf of Naples, on the coast of Italy, is the same as Paulilypus, to the eastward of the island of Nisida. See *PAUSILYPUS*.

POZ ZUOLI. See *POUSSOLE*.

PRACEL. See *PARCEL*.

PRAGA NIOWES, is a point of land so called on the S. coast of Africa, to the southward of the cape and gulf of Frio, in about 19 deg. 40 min. of S. lat. the coast trending S. S. E. easterly for 6 leagues, the shore fair and full of trees and little

sand hills, and having from 16 to 18 fathoms water within 2 leagues and a half of the shore.

Port PRAGA, in the Island of St. Jago, one of the Cape de Verd Islands, which is the chief town of the island, has a good road at the E. end, where 100 sail of ships may ride safe in 14 fathoms. The shore is muddy, and ships may lie close to the castle wall. See *PORT PRAYA*.

PRAKEN, on the coast of China in the eastern Indian Ocean, is in lat. 17 deg. 15 min. N. and long. 106 deg. 15 min. E.

PRALL Point, on the S. coast of Devon, is not far from the projecting point called the Start, in lat. 50 deg. 15 min. N. and long. 3 deg. 58 min. W. and has high water on full and change days at 10 minutes past 6 o'clock. See *PRAUL*.

PRAM PRAM on the W. coast of Africa, is 2 leagues from Puny, and *Agrico* is 2 miles from that, one of the small places on the coast, where ships go to trade for slaves. See *NINGO*.

PRATA Island, in the eastern Indian Ocean, is in lat. about 20 deg. 49 min. N. and long. 116 deg. 45 min. E.

PRATA Shoals, in the eastern Indian Ocean, extend 6 leagues from N. to S. and stretch for 3 or 4 leagues to the eastward of the island from whence they are named. The N. E. extremity has been laid down in lat. 20 deg. 58 min. N. and long. 117 deg. E. and the S. W. part in lat. 20 deg. 45 min. N. and long. 116 deg. 44 min. E.

PRATERS Rocks, a cluster of very dangerous rocks so called, in the eastern Indian Ocean, in lat. 20 deg. 51 min. N. and long. 116 deg. 50 min. E. and appear to be the same as the *Prata* Shoals. They lie under water, and can only be discovered by the breaking of the sea upon them, and the smooth spots of water like glass that are made by the eddies of the breakers, and inclosed by them. It has been actually said, that they are in lat. 21 deg. 11 min. N. and that all the charts have them too far to the S. and that from this lat. they stretch farther northward; the utmost care is therefore advisable to avoid them, since they are represented as being very frightful and terrible even at a distance. We are told that masts have been found among them standing deep in the sea, and that anchors have been taken up from among the very rocks.

PRAUL or *PRALL* Point, on the S. coast of Devonshire, and the most southerly land of England except the Start and Lizard, from the former of which it is distant to the westward between 4 and 5 miles, and 3 miles to the E. southerly from the Bolt Head. This part of the coast is very rocky and dangerous, and also steep; and the point is about 6 leagues at E. half S. from the Eddystone light-house, and about the same distance at S. E. by E. The *Praul* and Bolt Head are sufficiently open in coming from the westward, but not from the eastward, and between them is the entrance into Salcomb Haven.

PRAYA Bay or Port, in the Island of St. Jago, one of the Cape Verde Islands, in the North Atlantic Ocean, for which see *PORT Praya*. To what has been there said, it may be subjoined, that there is a sickly season at this island, when ships generally avoid it, from August 15 to about the month of November, when it usually rains much. At this time the bay is deemed very unsafe, from a large swell that rolls in from the southward, and makes a frightful surf upon the shore, being sometimes accompanied with tornados.

From another authority we have the following description of this bay. In sailing round the E. point of it, ships may borrow of the land within a cable's length, and they will soon open the fort which stands on a small cliff in the bottom of the bay. To the westward of this fort are several cocoa-nut trees, situated in a valley, with a small house that is somewhat peculiar and remarkable. The winds, excepting in the tornado season, are generally in the N. E. quarter, and frequently blow fresh and squally; on which account it is necessary, as ships haul into the bay, that they should have their top-gallant sails furled, take in a reef or more in the top sails. There is 7 or 8 fathoms water within a cable's length of the E. shore, and in many places ground can be seen in that depth. The Island of Quails, or French Island is in this bay; which is a small black island, almost even at the top, but ragged at each end. There are some rocks off the N. end, where the water in general is shoal; and there is not more than 3 fathoms between this and the fort; but between this island and the main land on the W. shore it is only navigable for boats.

Le Grand PRAYE, otherwise called *Les MINES*, on the coast of Nova Scotia in North America, for which see *Les MINES*.

PRECOP, **PEREKOP**, or **OR-KAPI**, on or near the isthmus of the peninsula of the Crimea, is in the N. part of the Euxine or Black Sea, on the W. side. The long and narrow island of Denghel, extending for 4 or 5 leagues from N. to S. off the mouth of the river Kanlancha, must be left on the larboard to go to Precop, which is nearly in the same parallel with the N. end of the island, and forms a bay. The town of Precop stands on the isthmus, having the Guiloie sea on the E. of it, which communicates with the Sea of Azoph; and the isthmus is cut through with a wide and deep ditch, lined with stone, reaching from one sea to the other, being filled with water from both, and being passed over by means of a draw-bridge. The country, quite from Precop to the river Salgir, being 120 versts in extent, or more than 90 English miles, is full of salt marshes and lakes. Indeed the greatest part of the peninsula is so level, that a man may travel over half of it without meeting with a single river or brook; neither are there any trees, and but little herbage, as it is kept down by vast herds of roving cattle. It is in lat. 46 deg. 46 min. N. and long. 35 deg. 48 min. E.

PREDMOUTH Bay, to the westward of Fowey Haven on the S. coast of Cornwall, is in the eastern part of Trewardreth Bay.

PREDMOUTH Point, is on the W. side of Fowey Harbour; round which ships must sail to go in from the westward. About a mile to the S. E. from the point are some sunken rocks called the Boneyes, which dry at the first quarter ebb; but as they are not to be seen at high water, care must be taken to give the point a sufficient offing, as there is no more than 7 or 8 feet water between these rocks and the point.

PREHAIN Point, is the E. point of the entrance of the Harbour of Kinsale on the S. coast of Ireland, off which lie several rocks called the Bullman, that have also foul ground on both sides; though there is a good passage between the Bullman and the point, the shore on the point being perfectly clean, and 4 fathoms in the fairway. To go in between the points of the harbour, steer N. N. E. for half a

mile, and then N. for a quarter of a mile, when a ship will come to the bar, where by this course it is from 3 fathoms and a half to 4 fathoms and a half water.

PRENAU, on the coast of Livonia, in the Baltic Sea, is in lat. 58 deg. 26 min. N. and long. 24 deg. 58 min. E.

PREPARIES Island, one of the Andaman's Islands so called, in the East Indies, for which see **PEPERIES**.

PRESTON PANS, in Scotland by the late act of parliament (1795) for raising 20,000 men to be employed in his majesty's navy, is required to procure 3 men.

PRESTON Sand, on the coast of Lancashire, or E. shore of the Irish Sea, is opposite to the mouth of the River Ribble, that falls into the sea below Preston. It extends from N. to S. about 5 leagues, and there is a good channel within it, running along the side of it N. and S. as the sand lies, in which is from 3 to 4 fathoms at low water. But as the tides here rise to the great height of from 5 to 6 fathoms, ships may go over every thing without any fear at half tide; though it is advisable to take pilots on every part of this coast between Holyhead and St. Bees. See **POULTON**.

PREVESA, an ancient sea port of Turkey in Europe, in Albania, situated on the gulf of Larra, on the ruins of the ancient Nicopolis. The town is situated on a mountain, 23 leagues to the N. W. of Lepanto in lat. 39 deg. 14 min. N. and long. 21 deg. 5 min. E.

PRIAC Point, in the River Villaine on the W. coast of France. There is a great indraught between this point and Croisic Point, which is similar to a haven, where ships may anchor in from 5 to 7 fathoms; it is to the westward of Guerarde, which is about a league within the land. In coming hither from the River Loire, it is commonly advised to keep to seaward of the small Island of Dumet, as there are shoals or rocks near it on the E. side, and to sail along close by it on the westward; but ships may pass also to the eastward of the island, by keeping at two thirds of the distance from the island to the main, and looking out well, so run through between the island and Priac Point.

PRIAMAN, in the Island of Sumatra in the East Indies, is one of the ports on the W. coast of that island usually known by the name of Pepper Ports; Bencoolen is the other of them. Supposing a ship to be

be at Achen at the N. W. end of the Island of Sumatra, to keep clear of the dangers of the coast, being full of islands, rocks, and shoals, and subject to long calms and fierce currents, especially between the islands and the main, keep off to sea to the westward from Achen, and keep off from 35 to 40 leagues distance from the coast of Sumatra till the ship is in 3 deg. of N. lat. when it may steer at S. by E. or S. S. E. keeping the same offing into 1 deg. of N. lat. afterwards trending a point more to the eastward until it has crossed the line, and is come abreast of the strait between the Island of Nantian or Nintom and the Island of Good Fortune.

Keep in the offing already mentioned till the ship is in lat. 1 deg. 20 min. S. when it must run in to find these islands. That called the Island of Good Fortune, which is the largest, being near 20 leagues long, will be met with at the N. end nearly in this parallel; and though there are many small islands about it, yet they are bold, and there are no dangers but what are visible. The Island of Good Fortune is the boldest of the two, yet, if a ship keeps the lead going and does not come into less than 10 fathoms, she will be safe, and in no danger of surprise. As soon as a ship is within the islands, it must sail at E. by N. directly, the coast being all clear, though it is not advisable to make too free a way in the night, but rather to hull and lie by, and proceed in the day. From these islands to Priaman the distance is 18 leagues, at E. by N.

In running for Priaman, steer E. N. E. until the hummocks on the main are discovered, which will appear before the shore can be seen, being low and flat; and as soon as these hummocks are seen, run right in towards the land, when the shore will presently come in sight. When the hummocks are brought at N. E. look out well, and keep the lead going, on account of several stony banks and shoals that are situated in that part, all of which will be found by the lead. When they are discovered, and a ship has only 6 fathoms, the distance to Priaman will be just 6 leagues. The land about it is high, and like a saddle; the middle of which high lands will bear about N. E. by E. from a ship at anchor in the road. There are 4 islands before the road, which a ship cannot open in coming from Achen directly from the N. W. and

therefore care must be taken not to go within them on that side; but in coming to them more southerly from seaward, there is a good opening, and ships may sail between, leaving two of them on one side, and two on the other. Particular care must be taken to give a good birth to the little outermost island towards the main, because a sand lies off from every side of it, keeping in 8 fathoms at least until the ship is up with the three other islands that lie all in a line. On the southward of the most northerly of these 3 islands is the road, where ships may come to an anchor in good ground and well secured, running boldly in, and anchoring any where at pleasure in from 4 to 5 fathoms. The channel between this island and the mouth of the river, which is the port to the town of Priaman, is not broader than the River Thames is at Blackwall. Take care to moor the ships well, as the currents and freshes run very sharp. There is a good water on the island, but none of the people are to be trusted. It is 7 leagues from hence to Tecou. Priaman is laid to be in lat. 1 deg. 0 min. S. and long. 98 deg. 0 min. E.

To go from hence to the southward to Bencoolen, run along within the islands, keeping the main on board, in 5 or 6 fathoms, under the larboard bow; but venture not in among any of the islands, the channels between them being full of shoals and foul ground. Observe also to anchor in the night, until the ship gets into lat. 2 deg. 13 min. S. when it will have more sea room; because there are frequent gusts and squalls of wind, especially in the night, in sailing under the high mountains of Sumatra, and the high lands that lie a little off Priaman, which make it advisable to lie still in the night and keep all close. Run under the shore in the day until the high lands come to the E. of a ship, when it may edge off to starboard towards the islands, which are about 13 leagues from Priaman. On the S. side of these islands is a road that has but 4 fathoms and a foul stony ground; but by keeping to the main, there is from 12 to 16 fathoms, on which side there are no dangers, if attention is paid to the depths by the lead that must be kept going all the way. The course from hence is at S. by E. along shore into lat. 2 deg. 30 min. S. and then S. E. into 3 deg. 10 min. S. and afterwards S. E. by S. into 5 deg. of S. lat. But there is a very good road

road in lat. 4 deg. 10 min. S. under an island which is hard by the main, and not far from the entrance into Bencoolen; here ships may ride secure in 7 fathoms and good holding ground, and steer in from hence at E. by S. to Bencoolen.

PRICKLY PEAR, one of the Virgin Islands so called, in the West Indies, situated near the northern coast of Virgin Gorda, in lat. 18 deg. 25 min. N. and long. 63 deg. 10 min. W.

PRIESTHOLM Island is a small island which lies on the E. point of the island of Anglesea, at the N. end of the Menai straits, or entrance into the Bay of Beaumaris. It is steep and rocky, and is a noted resort of sea fowl, especially the puffin which there breeds in the rabbit burrows, a bird that is very oily and fishy, but esteemed by some as a delicacy when pickled.

PRIETO Sierra, on the coast of Chili in South America, and situated on the South Pacific Ocean, is a high cape with a mountain upon it, for which see **TOTAL**.

Point PRIME, on the Island of St. John's near the main land of Nova Scotia, is due E. from Vert or Green Bay on the main, and is a point of land running westward into the sound between the island and main, to the southward of Governor's Island.

PRIMEIRA River, on the W. coast of Africa, is 9 leagues at E. S. E. from Jabum. It is a wide and flat river, and the ground is all slime and muddy, and only navigable for small boats. From hence it is 11 leagues at S. E. to the Great River Formosa or Benin, on the W. side of which many small rivers will be seen to make their way into the ocean; and about 12 leagues to the eastward of Primeira the land is all islands and creeks, and for the most part drowned, either by the overflowing of the sea, or by the great rains which fall within land in August and September, and on that part of the coast.

PRIMEIRO Point Bisegos, on the W. coast of Africa, to the southward of Cape Roxo, is to the N. E. from the S. side of the Croas Bisegos, on which course ships must steer to go towards it; but they must not come near the point, on account of a stone bank that lies off, yet as soon as they have passed the point, they may run boldly up the river in mid-channel.

PRINCE's Island on the W. coast of

Africa, is a small island, at the distance of about 24 leagues from Cape St. John on the main at W. by N. or W. N. W. The land is full of trees and high, and has a fine bay on the N. W. side, where there is good riding, as near to the shore as may be agreeable. On the E. side of it are 3 small islands, and one on the W. side. It affords plenty of good refreshments, and is in lat. 1 deg. 35 min. N. and long. 9 deg. 38 min. E.

PRINCE's Island, in the eastern Indian Ocean, is an island well known to the China ships and Dutch Indiamen, in lat. 6 deg. 8 min. S. and long. 104 deg. 35 min. E. where in 1767 there was only 1 deg. of western variation of the compass. It is a place for taking in wood and water, turtle, poultry, &c. Under the S. E. side of it is anchorage in 18 fathoms. This island is called Seilan by the Malaysans, and Paneitan by the inhabitants; and is situated in the western mouth of the straits of Sunda.

PRINCE EDWARD's Islands, in the southern Indian Ocean, are some small islands which extend from 46 deg. 40 min. to 53 min. of S. lat. and from 37 deg. 46 min. to 38 deg. 8 min. of E. long. One of these is about 9 leagues in circuit, and lies to the N. E. another is about 5 leagues to the S. of it; and a third to the S. W. is about 15 leagues in circumference.

Cape PRINCE OF WALES, the most westerly cape of the whole continent of North America, and the eastern limit of Bhering's Straits between Asia and America. There is anchorage under it in 17 fathoms water, and there are two small islands to the westward which afford no shelter. It is in lat. 65 deg. 46 min. N. and long 168 deg. 15 min. W. The straits are about 14 leagues in breadth, and in mid-channel there is 28 fathoms.

PRINCE OF WALES's Foreland is the most southerly point of New Caledonia, in the South Pacific Ocean, and in lat. 22 deg. 29 min. S. and long. 166 deg. 57 min. E.

PRINCE OF WALES's Island, in the South Pacific Ocean, is in lat. 15 deg. S. and long. at the W. end 151 deg. 53 min. W. It is about 20 leagues long, and bears from King George's Island or Otaheite about W. 10 deg. S. distant 48 leagues. The variation of the compass here in 1766 was 5 deg. 30 min. E.

PRINCE OF WALES's Islands, a range or

or congeries of islands so called in the eastern Indian Ocean, which form the passage of Endeavour Straits on the N. W. and are supposed to extend as far as New Guinea from this strait at the N. end of New Holland.

PRINCE WILLIAM'S Islands of Tasman, the same which are now known by the name of Heemskirk's Banks, and belong to the Friendly Islands. They are more than 40 in number, and are about 3 or 4 days sail to the N. W. from Ha-pae.

PRINCE WILLIAM'S Sound, on the N. W. coast of North America, the E. part of which is situated in lat. 60 deg. 19 min. N. and long. 146 deg. 53 min. W. and the W. part is in lat. 59 deg. 10 min. N. and long. 152 deg. 15 min. W. and is named Cape Elizabeth.

PRINCE WILLIAM HENRY'S Island in the eastern Indian Ocean, is to the W. N. W. from Tench's Island, being pretty high and about 70 miles in circuit. It is well wooded, and the natives have cleared some tracts of land, whereon they cultivate and procure Indian corn or sugar-canes. A high mountain which rises in the centre of it has had the name of Mount Philip. It was discovered in 1790 by lieutenants Ball and King. The lat. is 1 deg. 32 min. S. and long. 149 deg. 30 min. E.

PRINCE WILLIAM HENRY'S Island, is an island of the South Pacific Ocean, discovered by captain Wallis in 1767, being in lat. 19 deg. 0 min. S. and long. 141 deg. 6 min. W.

PRINCIPE Island, on the W. coast of Africa, in lat. about 1 deg. 35 min. N. is the same as Prince's Island. See **PRINCE'S ISLAND**.

Porto PRINCIPE, about 100 leagues to the S. E. from the Havannah in the Island of Cuba, and 60 leagues to the N. W. from Baracoa, was formerly a rich town. In its neighbourhood are some remarkable fountains of bitumen, which are used for ships instead of pitch, and also for medicinal compositions.

PRINGLE Point, on the coast of Kerguelen's Land, or Island of Desolation, between Cape Cumberland to the N. W. and White Bay to the S. E.

PRINSEN'S CLIPPEN Rocks, are some very dangerous rocks so called in the eastern Indian Ocean, said to be about 16 leagues to the E. from the Middleburgh Shoals, in lat. 10 deg. 55 min. N. They

are such as ships ought to avoid; but modern charts place the Middleburgh Shoal farther to the southward. Indeed there is very little dependance to be placed on the situation of the rocks or shoals of this ocean in any of the charts or descriptions, excepting those that have been ascertained by our late celebrated circumnavigator, Captain Cook, and his followers in the same accurate and circumstantial mode of observation and description.

Cape PRIOR, on the coast of Spain, is 10 leagues to the S. W. from Cape Ortegual, the haven of Sidere or Severns lying at midway between them. This cape is a very ragged hill, and appears at a distance as if it was full of people, and is in lat. 43 deg. 38 min. N. and long. 8 deg. 30 min. W. On coming to the cape from the eastward two large rocks will be seen above water, besides several lesser ones, which makes it necessary to give it a good birth. It is 3 leagues to the northward of the haven of Ferol; and from this cape to Corunna or the Groyne is 5 leagues to the S. by W.

PROBY Cape, is the N. E. point of New Jersey, sometimes called Lord Howe's Island, one of the Queen Charlotte's Islands, situated at the S. eastward of Lord Egmont's Island or New Guernsey, and is separated from Cape Barrington on that island only by a narrow channel. The lat. is about 11 deg. 12 min. S. and long. 164 deg. 12 min. E.

PROCELLAS Shoals, or *Bassas de Procellas*, on the W. coast of the island of Madagascar, to the northward from Youngoule, lie all along the shore, within which a ship may run all the way, where also are many good places to anchor in, as well as to trade in. It extends for more than 80 leagues at N. and N. by E. though there is in most places a sufficient depth of water on the bank, but at the S. end for more than 20 leagues there are many rocks under water, and it is so steep likewise that there is no ground at the outer edge with 200 fathoms. This shoal terminates at Cape St. Andrew, in about 15 deg. 40 min. of S. lat.

PROCITA Island, is a small island of about 6 Italian miles in compass, and not much less in English measure, on the W. coast of Naples in the Mediterranean, between the island of Ichia and the main coast of Italy, in lat. 41 deg. 5 min. N. and long. 14 deg. 56 min. E. It is supposed, like some of the other islands of that

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that sea, to have been separated from Iſchia by an earthquake, being diſtant only two miles from it; but it is 8 miles from Pozzuoli, and about 4 or 5 from the neareſt main land of Italy. There is a ſmall iſland with a watch tower near the W. ſide, between which as well as to the northward is anchorage, but not too near the gut. There is anchorage alſo in 5 and 6 fathoms off the caſtle on the S. E. ſide of Procita, in a kind of bay, keeping clear of the moſt eaſterly point; and round the point on the N. E. end, off the middle of a bay, both the points being foul, is anchorage in from 6 to 3 fathoms.

PRODINO Iſland, a ſmall iſland near the W. coaſt of the Morea peninſula, near the S. part of the Ionian Sea, in lat. 37 deg. 30 min. N. and to the S. E. of another iſland ſomewhat larger and farther from the coaſt, called Stefano.

Port PRODINO, on the W. coaſt of the peninſula of the Morea, within the iſland of its name that lies off the coaſt, at a ſmall diſtance from it.

PROPONTIS, otherwiſe called the Sea of **MARMORA**, of which an account has already been given under that head. See **MARMORA**.

PROSPECT Harbour, on the coaſt of Nova Scotia in North America, is to the S. W. from Chibouctou Bay, and 2 leagues to N. E. of the entrance of St. Marget's Bay.

PROVENCE, on the S. coaſt of France in the Mediterranean, is a traſt of the ancient ſtate and diſiſion of France, comprehending Marſeilles, Toulon, Antibes, and the iſlands of St. Marguerit and St. Honorat, all of which are noted places of that country, and reſpectively noticed in this work.

PROVIDENCE Bay, at the mouth of the river ſo called, is up the channel of Rhode Iſland on the coaſt of Maſſachuſet's in New England, North America, called the Weſt Paſſage, on the W. ſide of that iſland. There are ſeveral iſlands up this channel; but the bay, properly ſo called, may perhaps be limited to the ſpace on the northward of all theſe iſlands, as far as to the N. N. W. opening of Providence River. The town ſo called is up the river on the W. bank of it, about 9 miles to the N. of Warwick, and is in lat. 41 deg. 51 min. N. and long. 71 deg. 26 min. W.

PROVIDENCE Bay, in the ſtraits of Maghellan, is on the N. ſhore, and near-

ly due N. from Cape Upright on the ſouthern bank. In coming to it from the E. ſhips ſhould either keep to the S. of the ſmall iſlands which are about 4 miles E. from the cape, or run within them on the N. about a mile from the ſtarboard ſhore, on a N. N. W. courſe. If they come to it from the W. ſtretch off half a league to the E. from the cape, and then run N. N. E. to the bottom of the bay, where there is good anchorage in almoſt any depth, with ſand and ſhells: On the W. ſide of the bay are ſome iſlands and rocks.

PROVIDENCE Bay, on the N. W. coaſt of America, ſo called by Captain Cook, but otherwiſe named **SAMGA-NOODHA** harbour, which ſee.

PROVIDENCE Cape, in the Straits of Maghellan, is 3 leagues at N. half E. from Cape Upright on the oppoſite ſhore, and the weſtermoſt point of Providence Bay; and is ſituated in lat. 52 deg. 57 min. S. and long. 75 deg. 37 min. W. About 4 miles to the E. of it, is one of the places recommended on the N. ſhore of the ſtraits for good anchorage; but the ground is rocky under the cape.

PROVIDENCE Channel, off the N. E. part of the coaſt of New Holland in the South Pacific Ocean, is not above a quarter of a mile in breadth, through the reef that lines the coaſt there at a diſtance, is in lat. 12 deg. 38 min. S. and long. 143 deg. 15 min. E. There are ſoundings in it from 30 to 7 fathoms, but the bottom is very foul, and the current runs rapidly through it. It is nearly thwart of Cape Weymouth on the main: The reef on the outſide, to the ſouthward of this channel, forms a bay, which in calms muſt leave a ſhip at the mercy of the tide, and expoſe it almoſt to certain deſtruction. From an eſcape of this nature which this opening in the reef afforded, it received this name. The flood tide within the reef from this channel ſets moderately to the N. W.

PROVIDENCE Iſland, on the Eaſt coaſt of the iſland of Ceylon in the Eaſt Indies, is to the northward of Vandeloos Bay towards Trincomalé, being the largeſt iſland on the coaſt, and all the way lined with ſmall iſlands between, except near Foul Point, or the eaſtern opening into Trincomalé. It was near this iſland that the French ſquadron under Monſ. Suffrein attacked the Britiſh ſquadron under Sir Edward Hughes on the 12th of April, 1782; when both fleets were ſo much diſabled,

disabled, as to be incapable of continuing or renewing the action.

PROVIDENCE Island, one of the Bahamas, and the second in magnitude of those so called, is about 36 miles in length and 18 in breadth. It is situated in the centre of some hundreds of other islands, some of which are large, and some no bigger than rocks or small banks rising just above the surface of the water. Its ancient name was Abaco. It is a repository of provisions that are sent here from Carolina, and laid up in storehouses, to be purchased by ships that come to the island. The principal harbour of the island is rendered dangerous by a bar, on which there is not more than 16 feet water; and the whole coast is extremely hazardous and critical, from the strength and various directions of its currents which sometimes puzzle the most expert navigators, and the roughness of the sea, with the frequent and dreadful but short storms of thunder, lightning, and rain, that seem at once to threaten the dissolution of the world. Besides these dangers, there are vast rocks scattered every where, some above, some that are even with the surface, and others that are under water. It is for this cause that ships never, or but very seldom, approach the Bahama islands, unless when they are driven upon them by stress of weather, or run thither to procure a supply of provisions. In the way from Eleuthera island, Harbour Island is about 4 leagues at N. W. by W. from the Cow and Bull on that island. See **ELEUTHERA**. From the Cays at the N. end of Harbour island, steer W. and W. by S. about the land for 2 leagues, and there is another ledge of rocks about a large league from the shore. From hence steer for Hog Island, which forms the Harbour of Providence. It is in lat. 24 deg. 58 min. N. and long. 77 deg. 21 min. W. at its E. part, and is frequently called *New Providence*. See **HOG Island**.

PROVIDENCE Island, near the coast of Honduras in New Spain is about 11 miles long and 4 broad, but is uninhabited. The N. point is called St. Catharine's Island, and is separated from the main body by a narrow channel. This is one of the best islands of the West Indies, though so very small, enjoying a very wholesome air, and being also very fertile. The shores of the island may likewise be very easily fortified. It has plenty of fresh water, and no serpents or other venomous reptiles are found there. It is

in lat. 13 deg. 26 min. N. and long. 80 deg. 45 min. W.

PROVIDENCE Island, in the eastern Indian Ocean, are situated near the Equator, having only 20 min. of southerly lat. and are in long. 134 deg. 55 min. E.

Old Providence Island, for which see **PROVIDENCE Island** near the coast of Honduras, sometimes also called St. CATHARINE'S Island.

PROVIDENCE River, in Rhode Island, or rather to the N. W. of the island so called, on the coast of New England in North America, is sometimes called Patuxit, at the mouth of which within the W. Passage or Channel is Providence bay. See **PROVIDENCE Bay**.

PRUDENCE Island, is a small island so called, in the direction of N. W. and S. E. extending from the W. side of Rhode Island half way into the Bay at the mouth of Providence River in North America. This W. passage is sometimes known by the name of the Narraganset Passage or Bay. The N. end of this island is about 5 miles to the W. southerly from the town of Bristol, and has the small island called Patience Island on the W. and Hog Island on the E.

PTOLOMAIS, on the eastern coast of the Levant Sea, at the eastern extremity of the Mediterranean. See **ACON**.

PUDYOUA, in New Caledonia, in the South Pacific Ocean, is in lat. 20 deg. 18 min. S. and long. 164 deg. 41 min. E. and has high water on full and change days at half past 6 o'clock.

PUEBLA NUEVA or **NEW TOWN**, in the bay between Cape Burica to the N. W. and Cerro de Porcas on the S. E. in the very light or bottom of the gulf called Dulce Gulf or Freshwater bay on the W. coast of Mexico. It is 7 leagues at N. by W. from Baia Honda or the Deep Bay; and there is an island lying directly before the mouth of the river which goes up to the town that is called by the same name, and is about a league from the main. The channel goes in on the E. side of the island directly up the river, having from 10 to 12 fathoms water, the island and the river bearing with one another at N. E. and S. W. Just within is a low point called Rhenchiera, where ships are usually built, and the anchoring place is about the distance of a musquet shot farther up.

PUEBLA NOVA Island, the island so called off the mouth of the town and river of the same name, in the bottom of Freshwater

Freshwater Bay on the North Pacific Ocean or W. coast of Mexico. There is no channel between it and the main, the place being full of shoals, and the sea continually breaking upon them. It is in lat. about 8 deg. 50 min. N. and long. 83 deg. 28 min. W.

PUERCOS. See **PORQUES.**

PUERTO, is the Italian name for Port, from whom the Spaniards have borrowed it; and names of this description will be found under the English orthography of **PORT** or **PORTO.**

PUFADERO, or the **ROARING Place**, is a little to the westward of the harbour of Guatulco, on the W. coast of New Mexico, on the North Pacific Ocean. It is heard to a great distance when the wind blows. See **GUATULCO.**

PULON Island, in the eastern Indian Ocean, situated to the westward of the Philippine Islands. It is tributary to Borneo, but is subject to its own king, and is a very fertile island in lat. 9 deg. 30 min. N. and long. 129 deg. 12 min. E.

PULCATAN Island, in the eastern Indian Ocean, is 120 leagues distant from the island of Condore, and is only 3 miles in circuit, and inhabited by Cochin Chinese people.

PULICAT, on the coast of Coromandel in India. See **PALACATTA.**

PULLA Cape, the W. point of the bay or gulf of Cagliari or Cailieri, near the S. part of the Island of Sardinia in the Mediterranean. It is a large league at E. S. E. from Cape Firenzia, and is a low point. In coming from the westward, and sailing about this cape in a N. E. direction for Cagliari, there is good sandy ground; and there is 18 or 20 fathoms close to the cape, but steep and stony, and the land is full of small trees. Cape Sarrach is the next point towards Cagliari; the ground between them is for the most part fair and sandy. Cortelazo Island at the E. end of the bay of Cagliari, is about 12 or 13 leagues at E. by N. from Cape Pulla or Pullo.

PULLER Sand, off the coast of Sussex, is one of the two sands between the Owers and the Mixen, and the most westerly of the two. Though there be channels between all these sands, it is not recommended to any vessel of burden to come in among them without a very skilful pilot, but to keep a good offing without the Owers, whether it be going to the E. or W.

PULLHELY or **PULLHELI**, on the coast of Caernarvonshire, and on the W. shore of Traeth Mawr Bay, is a small bay so called running in at N. W. by N. on that part of the larger bay. A small river comes into the sea at the bottom of it with a full channel, which makes a pretty good haven, and is called Traeth haven. There is a good anchorage in the bay of Pullhely in from 5 to 7 or 10 fathoms water, in the S. W. part of which are two small islands called Stidwell Islands. Pullhely is a tolerable port, and has some trade, being to the northward of Mercrofs Island.

PULLICHERY, on the coast of Coromandel, or the western shore of the gulf or bay of Bengal in the East Indies, is 4 leagues at N. E. by N. half N. from Fort St. David, and 4 short leagues at S. W. from Calmore. It has a small river, but no harbour, on the N. side of which is the town; and to the northward of the river a high ridge runs off above water, called the ridge of Pullicherry. No ships can come near it, but must keep an offing of 4 or 5 miles from it in from 6 to 7 fathoms, because there are shoalings nearer to it. The ridge also runs into the land, where it forms a mountain that is called by the same name.

Cape PULLO, on the S. part of the Island of Sardinia, the same as Pulla. See **PULLA.** From this cape to the Island of Galetta on the N. coast of Africa, is due S. 30 leagues.

PULO Canton, is an island of Asia, in the eastern Indian Ocean, on the coast of Cochin China. It is in lat. 15 deg. 10 min. N. and long. 109 deg. 35 min. E. See **CANTON Island.**

PULO Condore, the name of several islands of the eastern Indian Ocean, the principal of which is the only one that is inhabited, being about 13 miles in length and 9 in breadth, though in some places it is not more than a mile over. Its lat. is 8 deg. 40 min. N. and long. 107 deg. 20 min. E. See **CONDORE Island.**

PULO Dinding, is a small island of Asia in the eastern Indian Ocean, near the continent or peninsula of Malacca. See **DINDING Island.**

PULO Timon, is an island of Asia, on the eastern coast of the peninsula of Malacca, in the eastern Indian Ocean. It is a pretty large island, and is covered with trees, and its vallies are also very pleasant. It is frequently visited by ships

to take in wood, water, and other refreshments, and has great plenty of green turtles. The lat. of this island is 3 deg. 0 min. N. and long. 104 deg. 25 min. E. See TIMON Island.

PULO Way, is an island not far from that of Sumatra, situated on the coast of that island in the Indian Ocean. It is the largest of the islands that form the entrance of the channel of Achem, and is peopled by persons that are banished from thence. Its lat. is 5 deg. 55 min. N. and long. 95 deg. 39 min. E.

PULTA Reach, in the River of Hughly in the bottom of the gulf or Bay of Bengal, is below the Devil's Reach; and in coming down, keep the mid channel from the lower point of the Devil's Reach, or a little nearest to the starboard or western shore, the larboard side being shoal, till a ship comes into Pulta Reach, where a little below the town of Pulta, it will be necessary to edge over to the eastern shore, abreast with a great single tree. From the back of the point on the western shore of Pulta, it is all shoal for more than half the river over, as low as to the Elephant Tree at the upper end of the town of Degon.

PUMARON or **POUMARON** River, in Guiana, on the coast of South America, is to the N. N. W. from Ifsequibo River, towards the Oronoko. Cape Nassau is the eastern point or opening to it. See **POUMARON** and **NASSAU**.

PUNA Island, in the River of Guaiquil on the coast of Peru, in South America, and on the South Pacific Ocean, between which the island of Santa Clara there is no channel for large ships, on account of the freshes that come down from the mountains by the channel of the river; for although there are some parts that have a sufficient depth of water, no persons but those who are well acquainted ought to venture among them. About half way within the river up to Puna there is a shoal of sand which reaches near mid channel over on the side of the island; and it requires a commanding gale to keep in that channel, which is nearest to the main, otherwise it is very difficult to avoid. It is on the starboard side in going up, and there are gradual shoalings on both sides, either to the shoal on the larboard side, or to the main on the starboard, keeping in from 4 to 7 fathoms. The course clear of all is N. E. up the channel bearing about 2 large leagues off

from Point Arena, where it is bold, and so quite athwart, until a ship is 2 leagues above the point. On coming against, or a little above a chalky cliff, near the upper end of the island of Puna, haul over towards the island, and come to anchor before the houses; this point will be easily known from its height, because all the other land of the island is low and even with the water, and elsewhere it is overgrown with trees. The only channel for ships is under the starboard shore. From Point Arena to the town of Puna on the upper end of the island is 8 leagues, the point is on the same island within the mouth of the river.

This island is 7 leagues at E. N. E. from Santa Clara, and is covered with swamps and over-run with mangroves; the tides and ebbs run along by it very strong. The length is 35 miles, and the breadth 12 miles, and its lat. is 3 deg. 17 min. S. and long. 81 deg. 6 min. W. See **PANA**.

PUNTA Fort, one of the large batteries or castles, and the second in order, at the mouth of the harbour of the Havannah in the island of Cuba, in the West Indies, sometimes called Mesa de Maria, or the Virgin Mary's Table. It is situated on a plain ground, on the S. W. side of the entrance within the Twelve Apostles, and is well planted with cannon, consisting of 4 good bastions.

PUNTA del Guda, is the capital town of the island of St. Michael, one of the Azores, or western islands, in the North Atlantic Ocean, with a strong castle, and a harbour.

PUNTALS, a mark for anchoring in the road of Cadiz, in Spain, for which see **CADIZ**.

PUNTEGALE or **GALE**, in the island of Ceylon, in the East Indies, for which see **GALLA**.

PUNY or **POMPERNEY**, on the W. coast of Africa, is about 2 leagues at E. N. E. from Trimine, sometimes called Tema; and from thence to Ninga Ground is 3 leagues at E. nearly. There is a good road in the bay, where sloops go up to bring slaves on board; and also two creeks for boats, which go in to fetch slaves and fresh water, but seldom venture far in.

PURBECK Island, is a tract of land so called in the S. E. part of the county of Dorset, and on the S. coast of England, in the English Channel, contain-

ing

ing several towns. It is rather a peninsula than an island, though it has universally obtained the latter appellation. It is about 10 or 12 miles long, and 5 or 6 broad. Its coast commences to the eastward of Lulworth, and continues round Peverell Point, and up to the northward to Poole Harbour. To the S. the land is all high cliffs, and Swanage and Studland Bays are at the E. end of it. This tract of land is rough and heathy, and is also noted for its stone quarries, especially near Swanage, where the principal one lies in a situation extremely convenient for shipping. This is of the calcareous kind, and of various sorts; the finest of which will take a polish, and deserves the name of marble. These are nearly black, and some abound in shells, and are used for chimney pieces, grave stones, hearths, &c. and the coarser sorts are used for paving. Tobacco pipe clay is also dug in various parts of it, the best of which is found near Corfe Castle; from whence a great deal is shipped, to be conveyed by the nearest or best conveyances, for the use of the Staffordshire potteries.

PURCHES Island, on the coast of Spitzbergen, or East Greenland, with the Seven Islands, are to the N. W. from the inlet or passage on the W. side of Spitzbergen, from the N. point.

PURGAT Bank, is a long and narrow shoal so called in the North Atlantic Ocean, the S. end of which is nearly due W. 50 leagues from Cape Verd on the coast of Africa, already noticed under the name of **PARGH**, which see. It stretches about 60 leagues from N. to S. The waters against this shoal mount upwards against one another with a prodigious noise; so that a moderate look out must prevent any danger from it.

PURLEY Rock, is a name given to that part of the W. coast of the island of Oleron, off the W. coast of France, from the N. point of the island down to a road, in which is anchorage in from 3 to 7 fathoms off from 3 rocks that lie near the shore. This road is to the northwards of Sablere and the great bank of Choeré. The shoals also to the northward of this road lie out a great way from the shore.

PURIFICATION, on the W. coast of New Mexico, is a town at the distance of 14 leagues within the country, which

is mentioned here only because it maintains a fishery near the low islands of Chametla. See **CHAMETLA**.

PUTEOLI, another name for **POUSOLE**, **POZZUOLI**, or **PUZZUOLI**.

PUTSFAGRE Rock, in the gulf of Finland, or eastern branch of the Baltic Sea, is 5 leagues to the westward of the Epel's Rocks or Scaren, and 5 leagues to the eastward of the Pelting Scars. It is a great rock in the sea, and serves only as a mark for knowing the coast, having no port or sound. From this rock may be seen the island of Highland off Narva, distant 6 leagues.

PUZZLING Bay, is on the N. shore of the Straits of Maghellan, and nearly N. from Swallow Harbour on the S. shore. It is about 2 leagues to the W. from Bad Shift Bay, and in lat. 53 deg. 25 min. S. and long. 74 deg. 34 min. W. To go into it, run nearly N. for the N. W. point of the bay, so as just to clear the rocks, and a small island on the starboard, and then turn in N. E. towards the bottom of the bay, and anchor in sufficient depth.

PUZZUOLI, the same as **POUSOLE** or **PUZZUOLI**.

PYLESTART Island, perhaps the same with **PILSTART**, in the South Pacific Ocean, in lat. 22 deg. 23 min. S. and long. 175 deg. 41 min. W.

PYMS Bay, a small bay so called on the E. part of the island of St. Christopher's or St. Kitt's, a little to the N. W. from Sand Hill Bay, and to the S. E. of Canoe Bay. The island is here not more than a mile across from Water Hole, Guana Hill being between them.

PYRVA. See **CAYTA**.

PYTHIASIAN Islands, are certain small islands of the Mediterranean so called, from the great number of pine trees that grow upon them.

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QUACK's Deep, is the northernmost of the two channels which go in between the Goree and the Briell on the coast of Holland, and is only fit for small vessels. To find this channel, in coming from the westward, keep the steeple

Reeple of the Briell due E. and run on with it as if the ship was going directly to it, until a great country house, a little within the point of the Quack comes to the southern sand hills off the land of the Briell, which then will bear at S. E. Keep them so, and go right in, until Oostesteert comes to the westernmost or southernmost sand hills. Then run along shore a little more southerly until Goeree comes quite open to the eastward, or within the sand hills, when a ship will be past the easternmost point of the Hinder, which the pilots call the Buyen.

Cape QUAD or *QUOD*, is on the N. shore of the straits of Magbellan, near the southern extremity of the continent of South America, in lat. 53 deg. 33 min. S. and long. 74 deg. 6 min. W. being to the eastward of Bad Shift Bay and Puzzling Bay, and is the limit of a small narrow bay about 2 leagues farther to the W. It bears from York Road W. by N. half N. 7 leagues; from St. David's Head a league and a half at N. N. W. 4 miles at N. N. E. quarter E. from Butler's Bay; 5 miles at N. from Chance Bay; 2 leagues at N. by E. half E. from Great Mussel Bay; 10 miles at E. half S. from Snow Sound; 4 leagues at S. E. three-quarters E. from Lion's Cove; and 7 leagues in the same direction from Cape Notch. The land like the points to the eastward, shut in one another; but opens on a nearer approach from the E. the strait in that part rounding to the northward. This is a steep up point, and has a rocky and greyish aspect, of a moderate height, shewing before it is nearly approached like a great building or an old castle; and it points off with a race so much from the other hills, and into or towards the channel of the strait, as to make a close, and shut in as it were upon the S. land. The grand strait is here not above 4 miles wide, and the land is mountainous, rocky, and steep, on both sides, with a deep channel, and is the most dangerous of any part of the strait on the eastward of the cape, having neither anchorage in the offing nor harbour under the shore. There are two small islands to the eastward of the cape, but their only use is to distinguish this cape; but we must observe that Rider's Bay is a little farther W. on the S. shore. From hence to Cape Mon-

day, on that shore it is 13 leagues at W. N. W.

QUADE Bank, on the coast of Flanders, is a bank along which ships must pass to go between Cams Bank and the main, until they come before the harbour of Dunkirk. It runs off at least two leagues to the eastward of Dunkirk, and ends to the westward thwart of the pier head of that harbour. There is anchorage behind this bank to the eastward of the E. pier, where vessels may lie sheltered against all winds between the N. W. and the N. E. in 2 fathoms at low water; but at the coming in it is shoaler.

QUAILS Island, in Port Praya Bay in the island of St. Jago, the principal of the Cape Verd Islands in the North Atlantic Ocean. See *PORT PRAYA*.

QUANDLE Bay, in the islands of Shetland to the northward of Scotland, being the best of the three bays between Sumbrough Head and Fitil Head. It is on the E. side of the latter, and is a good place for ships to anchor in, having from 6 to 8 fathoms and the sea open only to 4 points of the compass.

QUAQUA Coast, a part of the W. coast of Africa so called, on the North Atlantic Ocean, between the Tooth Coast on the W. and the Gold Coast on the E. and is bounded by the River Mayo to the W. and that of Sueira da Costa on the E. to the westward of Axim. It may be stated generally as in lat. 5 deg. N. and long. 4 deg. W.

St. Juan de QUAGUE, are high mountains so named on the coast of Peru, from which the 3 rivers called Coximes or Cojimes run into the ocean. They are to the southward of Port Petit or Portate. See *COJIMES*.

QUARANTINE Island, in the harbour of Minorca, is a small island, which is less than Bloody Island, and is so named on account of its being the station for ships to perform quarantine at, on coming from the Levant, or other parts where the plague is suspected to exist.

QUATRE Montes, are about 5 leagues distant from Cape St. Paul to the N. E. on the W. coast of Africa, and consist of 3 or 4 hills close together, and are 2 leagues to the S. W. of Cape Baxos.

St. QUAY's Islands, in Brioux Bay on the N. coast of France, comprehended between Cape Frehel to the eastward and

and Brehat Island to the westward, are nearly to the W. of the Robins and Robinet Rocks, and to the N. of the ledge of rocks called Long Rock. Arbouze Island is the largest of them, which is a mark for the Calmardier; and the point of St. Quay is also a mark for the Barbotes Rocks.

St. QUAY's Point. See **St. QUAY's** Island and **BARBOTES**.

QUEBEC, is a handsome and large town of North America, situated on the N. W. shore of the River St. Lawrence, and the capital of Canada. The River St. Charles comes into it here on the E. side of the town. It is about 112 leagues distant from the mouth of the river, or opening into the gulf of St. Lawrence, and has a basin before it, formed by the points of the land on each shore, that is capable of containing 100 sail of men of war of the line. The river, which is 4 leagues wide above the town, is here contracted to the breadth of a mile, which contraction gave the name to the town, as the word Quebec, in the language of the Indians of that country, signifies a shrinking or growing narrower. In coming up to the town a beautiful cascade is observed, called the Leap or Fall of Montmorenci, situated at the entrance of the little channel of the island of Orleans. It is about 40 feet high and about 30 broad, and is occasioned by the water of an inconsiderable brook. The city or town of Quebec is situated a little above this cascade, on the narrowest part of the river; and the basin is situated between the town and the island of Orleans, extending a league every way, into which basin the River St. Charles discharges its waters, so that Quebec is placed between that river and the lofty promontory of Cape Diamond. The harbour, which faces the town, is safe and commodious, and the water about 25 fathoms deep. Ships that come to anchor off the town generally come to about one-third over; but in winter they haul in close to the S. E. point of the town. When winds are high at N. E. they sometimes occasion ships to drive, but it is productive of no danger. At the equinox the tides rise here to the height of 25 feet, so as to be almost level with the platform of the Lower Town, which serves for the defence of it, and is also flanked by two

bastions. On the river of St. Charles, also, is a fort of Lower Town, situated on the banks, which is decorated with country seats and houses of pleasure, gardens, and orchards, the river flowing in beautiful meanders through a spacious plain. This city is in lat. 46 deg. 55 min. N. and long. 69 deg. 53 min. W. and has high water on full and change days at half past 7 o'clock.

QUEDAH, on the coast of Malacca, is that part of the country so called, to which Peenang Island, or the Prince of Wales's Island is contiguous, in the Eastern Indian Ocean. It is about 110 leagues at E. by N. from Achen, and in lat. 6 deg. 15 min. N. and long. 100 deg. 12 min. E.

QUEDAR Point, on the coast of Chili, on the W. side of South America, and on the South Pacific Ocean, is 8 leagues to the southward from Port St. Pedro, and 4 leagues to the northward of Point Godoi, in the direction of the coast.

QUEEN'S Channel, in the River Thames, is the most southerly of the two principal channels that are formed by the sands towards the mouth of that river below the Nore. Having taken the southern direction from the Nore to the Spaniard Buoy, the course from thence to the Swinging Beacon, on the W. end of the Pan Sand is E. half S. about 4 miles, in a depth of 2 fathoms and 2 fathoms and a half at low water all the way. From thence to the mid-channel between the Knowl Buoy and the Standing Beacon on the E. end of the Pan Sand is about half a league in the same direction; the buoy and beacon being about three quarters of a mile asunder at N. half E. and S. half W. and in this channel there is 4 fathoms water. Go on for about a mile in the same course, which has 4 fathoms all the way, and it will give a birth of about a quarter of a mile from the Pan Patch Buoy. From abreast of this buoy, and with this birth, run about a league at E. half N. which will carry a ship in the mid-channel between the Wedge and Tongue Bank Buoys, in from 5 to 9 fathoms; the latter, which is white, being E. by N. half N. a league distant from the Pan Patch Buoy, and from the Wedge Buoy, which is red, about 2 miles at N. by E. half E. From the mid-channel between these buoys, the course continues at E. half N. for about 2 miles,

2 miles, when a ship will come abreast of the North Spit Buoy, at the distance of near three quarters of a mile due N. from it, in 11 fathoms water. From abreast of this buoy, and with this offing, steer away about a league and a half at E. by S. half S. to the E. buoy of Margate Sand, which is a black buoy, when a ship will be open of the channel. The tide commonly sets in this channel at W. N. W. half N. and near the E. buoy at N. W. half W. and is high water on full and change days at 12 o'clock. It has been recommended to seamen to be careful how they enter this channel in the winter, lest night, and an E. or N. E. wind should come upon them before they can weather the E. buoy and fetch Margate Roads.

QUEENBOROUGH, sometimes called QUONBOROUGH, is a town of Kent, at the S. W. point of the island of Shepey, at the mouth of the Medway, and about 4 miles to the N. of Milton. It has very little trade, except that of taking oysters, in which its poorer inhabitants are employed. Its lat. is 51 deg. 26 min. N. and long. 0 deg. 48 min. E.

QUEEN Charlotte's Sound. See *Queen Charlotte's Sound*.

QUEEN Island, is one of the small islands or rocks off the N. W. point of France, between the island of Ushant and St. Matthew's Point.

QUEEN's Ferry, in the Frith of Forth in Scotland, is to the W. by S. from Leith Road about 3 leagues, keeping the S. shore on board, and steering between the island of Cramond or Cromond, and the rock or small island Mickrie or Muckgry; and then running away at W. N. W. until the town comes open, before which ships may anchor in from 5 to 7 fathoms water. The Frith here suddenly contracts from 7 to 2 miles in breadth, and almost immediately widens again to 4 and 5 miles, which breadth continues for 2 or 3 leagues up to Alloa or Alloway. It is in lat. 56 deg. 0 min. N. and long. 3 deg. 20 min. W. See ALLOA.

QUELPERT Island, in the Korea Sea, on the E. part of Asia, is in lat. 33 deg. 32 min. N. and long. 128 deg. 4 min. E.

QUEMADA Loma, or the Burnt Ridge, is a mountainous country of Peru, in about 18 deg. of S. lat. which is seen in making the point of Hilo from the

sea, especially in bearing to windward. At the end it makes like the mouth of a river, being flat and low, but the high land begins to rise again towards the S. E.

Morro QUEMADA, or Burnt Headland, on the coast of Peru on the South Pacific Ocean, is about 12 leagues at N. W. by N. from Porto Cavallos, Point Ollerros being about midway between, from which it is distant about 6 leagues at N. W. The land in this last course is high and level on the top. This headland is in lat. 14 deg. 30 min. S. and is high, but slopes down behind, and within the country it is all flat and low; it is so very high as to be generally covered with clouds. There is good anchorage far within the cape, but it is sometimes very difficult to get in, on account of the flaws and gulls of wind that come from the cape, and from the mountains about it. Ships that are determined to go in, must range the rocks that will be seen under the cape, which are steep and bold, so that they may go very near them, but with the utmost caution; first handing all the sails, and only keeping the fore-sail half mast up, and having all the anchors ready to let go. As soon as the anchor touches the ground, give the ship a sheer, and let go another anchor for security, because by the flaws taking a ship, the first anchor will come home, and the ship may be on the rocks before a second anchor can bring her up. These precautions being attended to, watch the slackening of the winds to go farther in; and when a ship is quite in, it will be found to be a fine easy road, with anchorage any where against the strand and in any depth, taking care to moor with an elbow for the better riding in the best posture and situation to come out. It is much easier to go in here, if ships can come before the place early before the sea breeze sets in; and, in coming out, a ship may run between the island and the main without any danger. Neither wood nor water can be obtained in this road, so that it has no great inducements for ships to go in. The island of Lobos, or Wolves, is about a league and a half from it to the N. W. From this headland to Morro de Vegas the coast falls in to the eastward, so as to form a large bay, which trends all the way between them; and the

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the island of St. Gallan is about 9 leagues from it. See PARACA.

Port QUEMADA, or Burnt Harbour, on the coast of Peru and on the North Pacific Ocean, is to the N. N. W. from Cape Corientes, at the distance of 29 leagues, being all the way a bold coast, without any harbour or place of good anchorage. The water is very deep, and the ground rocky and foul; and it is a very wild and almost desolate coast, without either rivers or towns, having only some low islands that are drowned by the freshes, and some rocks under water. It is sufficient, therefore, to advise seamen to keep off from this coast. From this port to Port Pinas it is 12 leagues at N. by W. Port Quemada is in lat. about 6 deg. 30 min. N.

QUEMENES Island, on the N. coast of France in the English channel, is one of the marks in St. Brieux Bay, for the Calmardier Sand. See CALMARDIER.

Morlene QUEMENES Islands, are contiguous to Benguet Island on the S. E. of the island of Ushant, between which and the main is the channel called Passage de Four, or the fairway to the southward round the N. W. point of France.

QUEMER Sand, is the southernmost of two shoals or banks that lie about 3 or 4 leagues to the N. W. from the entrance into the Soame River, on the N. coast of France. There is 8 or 9 fathoms on the shoalest part of it. The long bank of the Buffurelle is to the southward of it, which, in the middle of it, at about 2 leagues W. from the S. point of that river, has but 2 fathoms.

QUEMOY Island, is a long island which is somewhat irregular, but in general lies nearly E. and W. before the port of Amoy on the coast of China. Ships may turn it out from Amoy between Lifton and Quemoy, until the small island called Chapel Island, or Hole in the Wall, bears at S. W. by W. at the distance of 4 leagues, taking care of the westernmost point of Quemoy, from which a very dangerous ledge of rocks runs out to the S. W. a great way into the sea. From hence there is a course to the N. quite to Chusan all the way within the islands; but it is very difficult, and unfit for large ships. From the point of Quemoy ships of burden put out to sea directly at E. by

N. and keep that course until they are clear of the rocks called the Tantees, leaving the Chapel Island on the W. side at the distance of 3 leagues. From hence the course is E. N. E. to go clear of the Piscadores, and the Coral Grounds which are at N. N. E. from them, steering as if bound directly for the island of Formosa, until the ship is in lat. 24 deg. 30 min. N. with a sufficient offing. This island of Quemoy is in some charts called KEMOY.

QUERES Haven, on the N. W. coast of Spain, is at S. by W. or S. S. W. from the island of Cifargo, at the S. W. point or opening of the bay, in which Ferrol and Corunna are situated. It is a good haven for great ships, and the W. shore is clean, along which ships must sail, because the E. shore is foul. When a ship is betwixt the two lands, it must go in amidst the channel to the point, and then run up westward about half a league, and anchor in from 7 to 9 fathoms. In sailing along the shore by night, take care of an island which lies about midway from Queres towards Munich near Cape de Belem, and is about the distance of 4 miles from the shore. The town of Queres is on the larboard side of the river, almost a league from the mouth.

QUERGUMNECY Island, an island of the Mediterranean, on the coast of Tripoli, having a fort and several villages.

QUERNS, a flat or shoal so called on the coast of Flanders, which is to the northward of the Caloo Sand, and lies along northerly as far as to Domburgh. The channel between them is called the East Gat, and is 4 or 5 fathoms deep; and to sail out or in from the sea, bring West Chappel to the northernmost pier or head of Walcheren, which is the mark for going out or coming in. The Land Deep, another channel so called, has 3 fathoms and a half water, and is between the Querns and the main.

QUERNS Bank, within the Goodwin Sands, lies about half a league at W. N. W. half N. from the North Brake Head, and comes dry at low water on any high tides; and to sail between them and the Cross Ledge, is to bring Deal mill a little open to the N. of Sandown Castle, when there will be a channel of 3 fathoms between them. The mark also for the N. end of the Querns is to bring St. Lawrence's

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steep a ship's length to the southward of the cliff; and for the S. end of it, bring the mill, near Ramsgate, on with the N. end of the pier. The channel is deepest on the side nearest to the Brake.

QUERQUERAGNE, a small port to the eastward of Toulon about 4 leagues, in which is anchorage in from 3 to 5 fathoms. It is formed by a crooked point of land, which runs out to the westward, and serves as a shelter to it, to break off the force of the waves from a Levant wind.

QUERQUEVILLE Point, on the N. coast of France, is the N. W. point of Querqueville Bay; the situation of which to the westward of Cherburgh has been intimated under that article, as the extreme W. limit of the projected new harbour of Cherburgh. There is a fort near the point, and within it a village, both distinguished by the same name. See **CHERBURGH**.

QUESAN Islands, in the Chinese Ocean, or North Pacific, are in lat. 29 deg. 50 min. N. or nearly so. Ships usually run out from Amoy, as stated under **Quemoy**, into lat. 24 deg. 30 min. N. and then N. N. E. and N. by E. keeping without the islands until they come to lat. 29 deg. N. varying half a point to the northward, according to the direction of the coast, into lat. 29 deg. 50 min. Then they stand right in for the coast till they make the Pathaherocks Rocks or Islands, and then N. N. W. leaving those rocks to seaward at N. E. by E. till they make the Quesan Islands. On the N. W. side of the great island of Quesan ships may come to an anchor, where, it is probable, pilots may be had to Chusan.

QUEVETO, on the coast of Chili in South America, for an account of which see **ALQUIVITE**.

QUIACA, on the coast of Peru, is probably the same as **Guiaca**, of which an account has been given. To this we shall add, that ships which ride in the road of Arica are often detained by long calms, and by the strength of the current which always sets towards the inlet of **Guiaca** or **Quiaca**. This renders it very difficult sometimes to get out of the road, because the land breeze which holds always from midnight till near noon, is succeeded by the sea breeze that blows from the S. W. and comes on too soon to double

the headland of Sama, which is to the W. N. W. from the headland of Arica. It is still rendered more difficult on account of the tides of flood, which very sensibly come from above; and these difficulties have occasioned it to be called in some charts the Devil's Foreland.

The best way to counteract these untoward circumstances, is to endeavour to take the advantage of the land breeze, in putting to sea from the road of Arica, so as to get out as far as possible, that a ship may not be driven back into the road by the current in a calm. In any danger of that sort, come to an anchor about a league to the southward of **Guiaca**, in from 5 to 6 fathoms, the bottom a greenish ooze of an olive colour, and in some places mixed with sand. This is a good road and well secured, and is about 10 leagues at N. N. E. from Arica.

QUIBANICO, or **QUIBANNANO** Cape, on the N. E. coast of the island of Cuba, is only remarkable for having the islands of Verde and Mucaros opposite to it, and as being the beginning or S. W. point of the great Bahama Bank, distant N. by W. 14 leagues. From this cape to the bay of Mattancas the coast is W. N. W.

QUIBERON, or **QUIBRON**, is a small peninsula on the W. coast of France, to the northward of the island of Belleisle, rendered remarkable by the late disastrous and unfortunate expedition of the French emigrant forces to that continent. It is about 3 leagues from the E. end of Belleisle, and runs southward from a point of the main land between Port Louis and Morbain, the passage between which and the land is dry at low water. There are several rocks at the S. E. end of **Quiberon**, extending for about a league to seaward. In coming from the westward of the Morbihan, Roch, Barnard, Nantz, &c. ships that do not sail about to the southward of Belleisle, may run through between **Quiberon** and Houat Island, keeping the rock which lies to the S. E. of **Quiberon** on the larboard side, within 2 or 3 cables length, so that all the rocks on the starboard side towards Houat Island may have a good birth. But it is not generally recommended to pass through this channel, as it is full of rocks, and the tides set through rather singularly, unless with pilots or by persons very well acquainted

acquainted. From this channel to the River of Morbihan or St. Gildas it is N. E. or N. E. by E. 3 leagues.

QUIBERON Bay is a name given to that part of the ocean near the coast, which is contiguous to the peninsula so called.

QUIBERON Island, is a small island on the W. coast of France that is separated from the extreme point of the peninsula so called by a channel.

QUIBO or COYBA Island, on the W. coast of New Mexico, within which and Quicaro Island is a bay or sound to the eastward of the Island of Cano, the extreme limit of which sound is the point of Hyguera. Lord Anson anchored in the bay in his voyage in 33 fathoms water.

QUICARO Island an island contiguous to Quibo on the W. coast of Mexico. See QUIBO. It is 15 leagues to the S. W. from Sebaco Island.

QUILAY Island, one of the Maldives so called, being laid down at the extreme N. E. angle of the northernmost group, in lat. 7 deg. 38 min. N. and long. 74 deg. E.

QUILCA Port, on the coast of Peru on the South Pacific Ocean, is 10 leagues to the N. W. from the small part of Xuly, in lat. about 17 deg. 8 min. S. It will be known in coming to it from Xuly by this certain mark, that the volcano of Arequipa will be seen to bear at N. E. from it 6 leagues within the country. There is an island just at the entrance into the port, at the N. E. end of which is from 12 to 15 fathoms water; and ships may anchor about a quarter of a mile from the island just when they see the cross. It is but a creek, yet good ships are constantly going into it, and the water flows there 2 fathoms or more. When ships are desirous of going in here, but cannot on account of contrary winds, or by an opposing tide, they may anchor at the mouth of the harbour, and wait for better weather, or till they can go up with the tide. Ships may lie there in 20 fathoms clean ground, bringing the strand of Camana open with the head, the ground being all fair and clean every way.

QUILIMAO, on the S. E. coast of Africa, is in lat. 16 deg. 50 min. S. Here there is a channel through the reef or shoal of the Barras Vermulas to the mouth of Rio de Fugas, at the distance of 12 leagues from the mouth of that river.

QUILINAM River, appears to be the same as QUILIMAO, just mentioned.

QUILOA, on the E. coast of Africa, is a town of Zanguebar, with a harbour about 100 leagues to the N. of Mozambique, where the Portuguese of Brazil annually purchase slaves to export to that country. Its lat. is about 9 deg. 30 min. S. and long. 39 deg. E.

QUILON or COULAN. See COULAN.

QUILTAON Island, one of the Laca Dives Islands, in the Indian Ocean, a little to the southward of W. from Mangalore on the Malabar coast of the peninsula of India, in lat. 12 deg. 5 min. N. and long. 73 deg. 40 min. E.

QUIMPER River, a river of France, to the eastward round the S. point of Hodiern Bay. It is nearly due N. from the Glanan or Glenan Islands, and to the W. from Quimperley and Port L'Orient. There is good riding for ships in the bay of the Island of Tudy near the entrance of the river in 6 fathoms; but care must be taken in coming into this bay, to avoid the rocks which lie off the Cagail, almost all over the entrance of the bay. The town of Quimper is in lat. 47 deg. 58 min. N. and long. 4 deg. 7 min. W.

QUIMPERLEY Bay, on the coast of France, is between Quimper River to the N. W. and Port L'Orient to the E. Poulduc road is the W. point of it, and the eastern extremity is the S. W. point of the entrance into Port L'Orient.

QUIMPERLEY River, a river which comes into the sea from the northward, the mouth of which is the bay so called to the eastward, as Poulduc road is round the western point of the river towards Quimper.

QUINAM, a district of the coast of China so called in the eastern Indian Ocean. The place so named is 20 leagues to the N. N. W. from Componella Island or Pulo Componella. There is good anchoring in several places on the W. side, and on the N. W. side of Componella Island are 3 other small islands, of which one is very high, and 3 leagues from it at S. E. by E. is the island called Componella Falso, from which a reef of rocks runs out far into the sea; and about the first island are abundance of rocks and little islands, that render it advisable not to come near these islands. The coast of Quinam begins about 9 or 10 miles to the northward of Pulo Canton, and the town so called is 20 leagues from Pulo Canton. Some accounts make Quinam

to be in lat. 12 deg. 52 min. N. and long. 109 deg. 10 min. E. while others make Fulo Componella to be in lat. 16 deg. 20 min. N.

Les QUINCATS, are several chains of rocks or small islands so called, off Point Mingar, lying one within another, to the westward of Roteneuf Point and Cancale Groin, between St. Malces and Cancale on the N. coast of France. They lie in the direction nearly of W. S. W. and E. N. E.

QUINDICOTE Island, one of the islands of the Maldives in the Indian Ocean, is at the N. E. angle of the second group from the northward, and in lat. about 6 deg. 50 min. N. and long. 73 deg. 55 min. E.

QUINTERO Bay, on the coast of Chili in South America, is 2 leagues to the N. of the River Chili or Aconcagua. Herradura Point is the name of the headland which forms the S. point of the bay of Quintero. The distance of 2 leagues from the river, with 2 leagues more for the entrance into Chili, and 1 league for the rounding of the entrance into Concepcion, makes the distance from thence to Quintero to be 5 leagues. There are several shoals near the S. point in the Bay of Quintero, from which to the harbour of Quintero is a distance of 2 leagues. The harbour is deep, and there is good riding with a southerly wind; but the northerly winds blow right in, and make a great sea. Most of the shoals may be seen, because they come dry at low water; and though they lie near the S. point, there is a fair channel between, having 12 fathoms water. Papuda is 5 leagues due N. from these shoals; and it is 9 leagues more to Port Gobernador.

QUINZIMAJUGO or *QUIZIMAJUGO* River, on the E. coast of Africa, is in lat. about 9 deg. S. at the mouth of which is Quiloa. See *QUILOA*.

QUIRIMBA Island is the principal of a great number of small islands of Zanguebar on the E. coast of Africa, in lat. about 12 deg. S. and long. 40 deg. 40 min. E. The Portuguese possess it, and have a port town in it.

QUIRIQUINA Island, one of the limits of the true port or haven of the Concepcion, of which Talcaguama Point forms the other. The island lies off and thwart the river, and within the bay, and the point lies due W. from it on the starboard side of the entrance. This island is 2 leagues N. from the Tetras or Dugs

of Biobio, and forms two passages, one to the N. E. from it, and the other at W. S. W.; but the former is the best for large ships, as it is half a league wide, and clear of danger, though the other may be passed with care, and in case of necessity. The last, however, should be well known, on account of a long ridge of rocks that advances far into the middle of the channel. When a ship is within, there is anchorage in 15 fathoms and a soft black ooze, taking care to lie to the southward of Herradura Point on the main, and S. E. by S. of the point of the Island Quiriquina, with which the point Talcaguama, as already observed, forms the entrance. One of the two good roads in the bay is at the S. point of this island of Quiriquina in from 10 to 12 fathoms a cable's length from shore; but this is less frequented than the other, on account of its distance from the town. The other is at the bottom of the bay near the village of Talcaguama, in from 4 to 7 fathoms, and the bottom a soft black ooze. This island is 2 leagues at S. W. from Cape Herradura, the N. point of the bay, as this is the southernmost point. See *TALCAGUAMA*.

Cape QUIROS, the S. E. point of St. Philip and Jago Bay, in the Island of Tierra del Espirito Santo, the largest of the group of islands called the New Hebrides, in the South Pacific Ocean, is in lat. 14 deg. 56 min. S. and long. 167 deg. 20 min. E.

QUIRPO Island, at the N. extremity of the Island of Newfoundland, near the coast of North America, to the southward of Belle Island, forming one of the limits of the straits of Belle Island or northern channel into the spacious and extensive Gulf of St. Lawrence. It has a harbour in lat. 51 deg. 40 min. N. and long. 55 deg. 37 min. W.

QUITO, a province of Peru so called, on the South Pacific Ocean, about 5 deg. to the southward of the equator, in which principally grows the quinquina or Peruvian bark, the tree that produces it being about the size of a cherry tree. It bears a long reddish flower that turns to a pod; but the fruit is not of equal virtue with the bark. The town of Quito which is inland, has been said to be in lat. 0 deg. 13 min. S. and long. 77 deg. 55 min. W.

QUIXOME Island, near the mouth of the Persian Gulf, is about 3 leagues from

Ormus.

Ormus, and is noted for its producing a poisonous tree. It produces good fresh water.

QUOLAGH Bay, on the S. coast of the opening of Kenmare River, is bounded by Cod's Head on the W. or the most easterly point of Ballydonagan Bay. See KENMARE.

QUEENBOROUGH, or QUEENBOROUGH. See QUEENBOROUGH.

R

RABAT is a large and handsome sea port of Africa, in the kingdom of Fez, and in the midway between Fez and Tangier, at the mouth of the River Bur-rigig, in lat. 34 deg. 40 min. N. and long. 5 deg. 28 min. W.

RABENCA Island, one of the islands on the N. coast of France, between the Seven Islands and Lanion River, that lie so near the shore, as to render any directions for avoiding them unnecessary.

Cape RACE, is the S. E. angle or point of Newfoundland Island in the North Atlantic Ocean, near the coast of North America, to which it may be said to belong, and is in lat. 46 deg. 43 min. N. and long. 52 deg. 49 min. W. Cape Ballard is about 4 leagues to the N. of it. The Virgin Rocks lie to the S. E. of it about 20 leagues, which are very dangerous. See VIRGINS.

RACIA Island is one of the smallest islands of the Archipelago in the Mediterranean Sea, not far from the Island of Nio; it is uninhabited, and is very rocky.

RAEN Bank, on the coast of Flanders, is to the northward of the English Pole, and is hard ground and flat on both sides, and so broad that it will take a ship half an hour to sail over it. The W. end of it is the flattest, and has the best shoalings, and thwart through the Raen it ebbs dry, and from thence is known by the name of the Dry Raen. Ships will be off the W. end of the Raen in 3 fathoms water and good shoalings when Bruges comes in the high sand hills called Gallows-heads, a little to the eastward of Blankenberg. There is a channel quite through the Raen, in which is 2 fathoms and a half at low water, and a ship will

be right with it when West Chappel in Flanders is a little to the eastward of Knock. The E. end of the Raen will be known, when the Castle of Sluys comes along the E. sand hills off Cadiant; this is called the Dry Raen.

RAGGED Harbour, on the E. coast of the Island of Newfoundland, near the coast of North America, is a part of Catalina Bay, between the N. point of Trinity Harbour and the S. point of that bay. It is between Catalina Bay and Catalina Harbour; and is so named from the many craggy rocks that lie about the entrance into it, both within and without. There is no passage in for ships on the S. side; neither can any go in on the N. side, except those who are very well acquainted, and that with the greatest care, as it is thronged with rocks and dangers on every side. But if any ship should venture in, they must go so far to the northward of all those rocks and islands, till the harbour itself comes open before them, and then run in between the round island that lies close to the main, and a great black rock off the N. end of all the Ragged Islands; and sail in there until the ship come to the middle of them, which will be to seaward from the ship, and there come to an anchor. Good fresh water may be had at the head of the harbour, but there are no people. Catalina Harbour is 2 miles to the southward.

RAGGED Islands. See RAGGED Harbour.

RAGHLIN Island, probably the same as RATHLIN, which see.

RAGUSA, anciently called EPIDAU-RUS, is a town of the N. E. coast of the Gulf of Venice, or Dalmatia, situated on a peninsula. It is 6 leagues to the E. from Malleda, all the way between being thronged with islands and rocks, and just before the port is one of the name of Cromma, within which is a very safe and good road. The port of Ragusa is known by the church upon a mountain behind the city, and may be seen a great way off to seaward. It is in lat. 42 deg. 50 min. N. and long. 18 deg. 45 min. E.

RAJAPOUR, is a town of Candich to the northward of Ceriah, having a creek or harbour and a small fort. It is contiguous to Bancôte, and is the only place on the coast that is not inhabited by Gentoos, who never kill any living crea-
ture

ture, and consequently never suffer cows, which they worship, to be slaughtered. This renders it very difficult to procure any beef on this coast, whatever may be the distress or necessity. It is on a river of the same name, and about 27 leagues to the N. of Goa, in lat. 17 deg. 4 min. N. and long. 72 deg. 40 min. E.

RAIS, or DIEGO RAIS Island in the Indian Ocean, is near the equator, having only 45 min. of S. lat. and in long. 70 deg. 20 min. E.

RAKOWEENA Bay, is one of the 3 harbours of the great Bay or Gulf of Awatska, on the coast of Kamtschatka, on the eastern part of Asia. It is on the E. side of that gulf. There is a shoal at the entrance into Rakoweena Bay, that makes it necessary to warp in and out. See AWATSKA.

RALA Point, on the N. W. coast of Ireland, is about N. W. by W. 4 miles from the bay or haven of Sligo, and the outermost point on the larboard to go in for that bay. Round this point to the northward towards Ballanden Point are some islands and dangerous funken rocks. See SLIGO.

Cape RAMA, on the Malabar coast of India, is in lat. 15 deg. 10 min. N. and long. 73 deg. 35 min. E.

RAMADA, a sea port of South America, on the coast of Terra Firma, is about 33 leagues to the E. of St. Martha, in lat. 11 deg. 10 min. N. and long. 72 deg. 20 min. W.

Cape RAMADAN, on the N. coast of Barbary, or S. shore of the Mediterranean, is a projecting point of land, with a hook or bend, nearly due S. a little westerly from the E. end of Candia island. Within the hook of the point, which turns eastward, is an island, and on the W. of that within the point is Port Solyman.

RAMANANCOR Island, is an island of Asia in the East Indies, towards the S. part of the peninsula on this side the Ganges. It is not far from Cape Comorin, being about 23 miles in circumference, and very sandy, and in lat. 9 deg. 25 min. N. and long. 79 deg. 45 min. E.

RAMAOAM, probably the same as RAMADAN.

RAMEIROS Island, on ROMEREIROS Island, in the Indian Ocean, is in lat. about 28 deg. S. and long. 69 deg. 15 min. E. nearly.

RAME or RAM Head, a projecting

point of land, on the S. coast of Cornwall, between Whitland Bay to the W. and Plymouth Sound to the E. It is about 4 leagues at N. by E. from the Eddystone light-house, and 3 or 4 leagues to the eastward from the harbour of Looe. It is also about 14 or 15 leagues at N. E. by E. easterly from the Lizard, and near 7 leagues due E. from the Deadman. The flood tide in the direction from hence towards the Start sets at E. S. E. The lat. of this noted point is 50 deg. 19 min. N. and long. 4 deg. 20 min. W. where also it is high water about half past 5 o'clock on full and change days.

RAM Head, on the S. E. coast of New Holland in the South Pacific Ocean, is in lat. 36 deg. 56 min. S. and long. 149 deg. 35 min. E. The variation at a small distance from it was 3 deg. 7 min. E. in 1770. From its resemblance to the head of the same name near Plymouth it received its name. The land hereabouts is low and level in appearance, and the sea shore a white sand, but the country within is green and woody.

RAM's Head Point, on the S. coast of Ireland, is to the eastward of Crofs Haven River, on the larboard side, opposite to Dog's Nose on the starboard, within the first narrow part of the harbour of Cork. James's battery is near this head, and commands the inner entrance into the sound that goes up to the Cove of Cork. There is a depth of 40 feet under the battery. See CROSS HAVEN.

RAMMEKINS, on the coast of Holland on the S. coast of the Island of Walcheren in Zealand, and 4 miles S. of Middleburg, is in lat. 51 deg. 29 min. N. and long. 3 deg. 40 min. E. It was formerly one of the best harbours belonging to Zealand, and is only about 4 miles to the E. of Flushing, and it has high water on full and change days at half past 1 o'clock.

RAMOS Cape, on the coast of Madagascar Island in the Indian Ocean, is in lat. 25 deg. 0 min. S. and long. 46 deg. 4 min. E.

RAM Sand, otherwise called the RUSCH and RAM, is opposite to an old broken wall like the ruins of an old church on the land, at about a mile distance, the latter being about 2 leagues and a half from Wexford Bar, near the S. E. part of Ireland. It is in the way towards Donaghmore Point; on either side of which ships may

may fail, though the safest channel is between the sand and the main in 6 or 7 fathoms.

RAM's Sound, is one of the numerous sounds that open into the sea, on the coast of Norway between Stemmeshest and Drontheim, but it is necessary to make use of a pilot.

RAMSAY or RAMSEY Bay, at the N. E. end of the Isle of Man, is a most noted and spacious haven, in which the greatest fleet may ride at anchor in sufficient safety and security from all winds except the N. E. and with that wind they will be in no danger of being embayed. The town is situated on a beach of loose sand or shingle, and is in danger, if not timely prevented, of being washed away by the sea. Its lat. is 54 deg. 17 min. N. and long. 4 deg. 26 min. W. Ramsey Sand which lies before it forms the road, and breaks off the sea; and it has anchorage in from 10 to 5 fathoms. Selby River is at the bottom of the bay. It is high water on the days of spring tides on all the coast at half past 10 o'clock.

RAMSAY or RAMSEY Island, on the coast of Pembrokeshire in Wales, was formerly the station for passengers to and from Ireland, and was both shorter, safer, and more convenient for persons who had business to transact upon the coast, than the station from Holyhead. By the latest regulations of a Packet from Milford Haven to Waterford, the propriety of the earlier rout seems, however, to be clearly perceived; at the same time that the communication with Dublin from the northern counties of England by way of Holyhead, and from Scotland by way of Port Patrick and Donaghadee, are still preserved. The island on the E. part shoots into a high promontory, but is level and fruitful on the W. and is the N. point of St. Bride's Bay, to the N.W. from Milford Haven. See ST. BRIDE's Bay. It is about 3 leagues at N. N. E. from the island of Gresholm, and a league to the S. E. from the rocks called the Bishop and Clerks. It is only 16 leagues from Ramsey Point to Carnaroot Point at the S. E. angle of Ireland, the course being W. N. W. and E. S. E. The lat. is 51 deg. 55 min. N. and long. 5 deg. 20 min. W.

RAMSAY or RAMSEY Island, on the S. shore in a bight of the river called Malden water in Essex.

RAMSGATE, on the E. part of the coast of Kent, within the limits of the

island of Thanet. It is about 5 miles from Margate, and is in the parish of St. Lawrence, being a member of the port of Sandwich, and the first place of any note to the S. S. W. from the N. Foreland. The harbour has within a few years been much improved by virtue of an act of parliament, whereby it is capable of receiving 200 sail of ships; a new pier has also been erected, which is capable of resisting the strongest winds or the most raging sea that can tumble in from the Downs.

This harbour has been in a gradual state of improvement for near half a century past. So long ago as the year 1752, it was represented, that the entrance into the new harbour was about 200 feet broad, within which was a part of the ground, about 250 feet deep, with 6 feet and a half water on the lowest ebb of a spring tide; 250 feet more in depth had about 4 feet and a half water at the same time; 300 feet more in depth had somewhat less water on a neap tide; and about 400 feet more was a dry beach on the ebb which came up to the town. The breadth of the harbour was about 500 yards.

Of the improvements which have been made since, under the management of that ingenious artist, Mr. John Smeaton, F. R. S. and the advantages resulting from it, an account may be deduced from his own report. He tells us, that in 1781, or thereabouts, this harbour was greatly cleared of sand, &c. and that by Christmas, 1789, its utility was fully seen. The pier, which was begun in 1788, was one third run out of its proposed length, and received 160 ships and vessels at a time. In 1774, he says, it had less water in the harbour than at this time, so that at neap tides vessels of 10 or 11 feet water could enter, and at spring tides those drawing 14 or 15 feet. There is 15 or 16 feet water at neap tides, under the curve of the E. pier, and 20 and sometimes 22 feet at spring tides. Though a vessel at low water cannot come in from the Downs, yet she is not in distress there; and when the tide begins to run northward, there is always water enough to go into Ramsgate before any wind can possibly disturb her in the Downs. Every wind also, with which ships can proceed on their voyages from the Downs, is fair for leaving Ramsgate. He adds, that the highest part of the bank within the harbour was then 5 feet lower

lower than the middle of the harbour was in 1774, though none of the sluices had at that time played upon it; and suggests that, from its wasting so much, it may perhaps in a few years be found necessary to devise means of preserving it.

He then proceeds to enumerate the ships and vessels that have taken shelter in the harbour, and after making one or two observations, says that 130 sail of ships, &c. were at one time in 1791, driven by stress of weather into this harbour, including 4 West-Indiamen, from 350 to 500 tons; that scarcely ever more than 300 sail have rode in the Downs at one time; that in the bad weather early in 1790, and in 1791, very few ships continued to ride there, the road being in a great degree cleared. We are then informed of the numbers of ships and vessels that took refuge here in stormy weather, commencing with 1780, in which year we meet only with the report of 29; the next year they amounted to 56; in 1782 they were 140; the following year 149; in 1784 they were 159; in 1785 they were 213; in 1786 we meet with the report of 238; the following year they were 247; in 1788 they were only 172; but in 1789 they amounted to 320, and in 1790 to 387. Many of these, he observes, were from 300 to 500 tons burden, and upwards; and he says also, that within 17 months preceding the time of his writing that report, more than 600 sail had taken shelter in this harbour, above half of which were ships going to or coming from London. The inference from all which circumstances he considers as plain and obvious, that it has doubtless proved a means of saving a great many ships, and that it has been deemed an eligible situation for ships to run into out of the way of danger, as well as for convenience of proceeding on their respective voyages.

We have afterwards an account that the *New DRY DOCK*, which had been built in the basin for repairing ships, was first tried on a high spring tide, on the 17th of July 1791, after it had been found necessary to build it with a *Timber Floor*, of a new and peculiar construction, on account of the springs rising under it; for these had been found to issue so powerfully from the chalk, that the stone floor with which it had been twice tried formerly, had been forced up. The cause of this was discovered from observing

that a stream of water constantly issued from under the apron at low water, that was obliged to be drained by the chain pump, to the amount of 160 barrels in an hour; and this vent, on the contrary, exposed it from without to the action of the tide's water. This new kind of floor was found to answer completely the intended design; for the dock now remained perfectly dry till low water, when the sluices of the basin were opened for securing the harbour.

On the W. pier head of this harbour is a light-house, peculiarly adapted for the port. It was heretofore constantly lighted at sun-set and continued to burn till sun-rise; but being purely of a local nature, it has been deemed unnecessary to light it in the night at a time when it must be useless. Accordingly it has been publicly declared, from the Ramsgate Harbour Office in London, that from and after the 22d. of Sept. 1795, the first lighting is not to commence until there is 10 feet water at the entrance of the harbour between the pier heads on the flood tide, and that it will be extinguished on the ebb as soon as the water has fallen to the same depth. This light consists of 3 Argand lamps and a reflector; and it will now appear much stronger, possess greater brilliancy, and be seen to much greater distance than heretofore. The red flag will be hoisted on the cliff by day as soon as there is 10 feet water at the entrance of the harbour, and hauled down when it falls on the ebb to the same depth. This port is in lat. 51 deg. 20 min. N. and long. 1 deg. 25 min. E. and has high water on full and change days at half past 10. The light is a mark for the buoy of the sand called the Brakes, and the S. part of the N. cliff of Ramsgate is a mark for the N. end of that sand; from which to get the harbour ships must steer at W. by S. half S. until Ramsgate mill comes nearly on with the pier head, and then they may run in with that mark. But to go from the Small Downs for the harbour, run away with Deal mill well open to the northward of Sandown Castle at N. by E. half E. keeping the shore well on board in 3 and 4 fathoms water. From the pier head of Ramsgate the White Dyke lies at W. N. W. half N. three quarters of a mile; but the mill on with the pier head clears it. We learn, that near 160 sail of vessels were at one time in this harbour, in the gales of the beginning of November, 1795.

RAMSKINS

RAMSKINS, another name for **RAMMEKINS**.

RAMY Island, the southernmost of the two islands called the Smalls, over which the water flows at high water and spring tides. Two small shoals lie off from them, to the N. N. W. and S. S. E. See **SMALLS**.

RANAI Island, in the North Pacific Ocean, sometimes called **ORANAI**, is about 3 leagues from Mowee and Morotoi islands, at S. W. from the passage between them, and has about 20,400 inhabitants, being one of the Sandwich islands. Towards the S. side it is high and craggy, but the other parts have a better aspect; and it abounds in yams, sweet potatoes, and taro, but has very few plantains or bread fruit trees. The current which sets from Karakakooa Bay, on the W. side of Owhyhee Island and to the S. W. from Ranai, in the direction of N. E. here begins to come in from the S. E.

RANCE River, is a river on the N. part of France which comes in from the southward, and, after passing Dinan to the E. of it, falls into the sea at St. Malo to the westward of it.

RANCHEIRA, a town of New Granada on the coast of Terra Firma in South America. It is in lat. 11 deg. 34 min. N. and long. 72 deg. 0 min. W.

RANCHENA Island, is one of the small islands so called, not far from Quibo or Cabaya Island on the W. coast of New Mexico, on the North Pacific Ocean, that island being in lat. 7 deg. 14 min. N. This little island is famous for wood that is proper and fit for masts.

RANCHO, is a town so called up the River Gamboa on the W. coast of Africa, to which small craft go up for trade, being from 30 to 40 miles up; but a pilot is necessary.

RANDAM Head, is 5 leagues across from New Perlican, at N. W. and S. E. Within it is a bay with a river, in which are several creeks and little harbours, here called Coves. About 9 or 10 leagues within, it joins with Smith's Sound.

RANGUMATA Point, in the River Hugly in Bengal in the East-Indies, is a point in Pedro's Reach, below the island, but only just clear of it, for which directions have been already given for coming down that river. See **PEDRO** and **PERDOE**. Steer over from this point to the eastern shore, on account of a shoal that lies below the point from a place

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called the Chocky, where at low water there is no more than from 9 to 12 feet. In going to that shore, make for the mouth of the river Kinkully, or Kiloula, and from thence keep that shore on board quite through the reach, in from 6 to 9 fathoms.

RANKIN Inlet, a bay or gulf so called on the western shore near the S. part of the Welcome Sea, the northern branch of Hudson's Bay. The long and narrow island called Marble Island lies before it, to the N. easterly from the islands that cover the entrance into Nevil bay. It runs up pretty far into land to the N. W. being in lat. about 63 deg. N. and long. 93 deg. W.

RANOUS Rocks, are situated off a bay near the S. E. angle of the island of Newfoundland, to the northward of Freshwater Bay, and but a few leagues from Cape Race.

La RANSE Road, near St. Maloes on the N. coast of France, is a little within or to the southward of the Rock called the Little Bee. There is 5 or 6 fathoms at low water, when the tower of Bore, which is a little to the eastward of Sale-deor, is brought on a little to the eastward of the small tower on the point of the southward of the town. The French ships commonly anchor here, to wait for high water, to enable them to go about to the southward of the town. The tides near this part of the coast flow 7 fathoms up and down.

RAPA, anciently called **RAPINI**, is a haven on the S. coast of the peninsula of the Morea, due N. from Cape Matapan, for which it is necessary to take a pilot.

RAPALO Bay, is about E. S. E. from Genoa, on the coast of Italy, within the promontory round the E. point of Mount Portofin, almost in the midway between Genoa and Spezia. There is anchorage within its mouth in 12 fathoms, and ships must go into it from the eastward.

Cape ST. RAPHAEL, at the E. end of the Island of St. Domingo or Hispaniola in the West-Indies, is the extreme S. E. limit of Samana Bay, an to the eastward of English harbour within the limits of that bay. From hence the coast runs down to S. E. by S. to Cape del Engahno, the most easterly point of the whole island, without any bay, creek, or harbour of any note between them. It is now more frequently called Cape Samana. See **SAMANA**.

RAPINI, See **RAPA**.

S:

RAPPANANOCK

RAPPAHANOCK River, is a large navigable river of Virginia in North America, which rises in a low marshy ground at the foot of the blue ridge of the Appalachian mountains. After running a course of about 130 miles from the N.W. to the S. E. it falls into the Bay of Chesapeake, being broad, deep, and navigable, for more than 40 miles from its mouth, which is in lat. 37 deg. 35 min. N.

RARITAN Bay and River, is a fine navigable river of New Jersey in North America, which falls into Sandy Hook Bay. The town of Perth Amboy is situated near its mouth, at the point of land between this river which comes in from the W. and the Sound of Staten Island from the N.

Bec du Ras, or **RAS** Point, on the W. coast of France, is a remarkable point bearing S. half E. about 5 leagues and a half from St. Matthew's point. In the course between them, it will be necessary to take care of the Forquet, Geomant, Vendree, and Bas du Lis rocks that lie near the fairway. In sailing southward from St. Matthew's Point, bring the mill which is on the E. point of Conquet haven over the point, and steer S. by E. until Crodon bears at E. then a little more easterly to avoid the Bas du Lis, until the land on the E. side of Camaret Bay be shut behind Tontinguet Point, after which ships may directly shape their course for the Bec du Ras. It is 2 leagues and a half from the Bec du Ras to Hodiern Bay, but ships must keep half a league or 2 miles from shore to go without some rocks that are 3 or 4 miles to the eastward of the Bec du Ras; and there is good anchorage also about half way between the point and the bay, where the land is very easily known by two round hills called the sheets, within 2 miles to the westward of them, that can be seen in 55 fathoms without Point de Saint. It is 7 leagues at S. E. easterly from the Bec du Ras to the Pens or Penmark. On coming near the Ras in calms, great care must be taken not to be carried away by the current; and in stormy weather, with the wind at N. or S. it is not a little dangerous coming into the channel, especially with an ebb or outfall, and the flood sets very strong through between the Great Stevenet and Corfeau, somewhat thwart over towards the latter, with very great rippings over the flats.

RASALGAT or **REFULGAT** Cape, on the coast of Arabia in the Indian Ocean, is 120 leagues at N. E. by N. from Moribatt. See **MORIBATT**. The cape is the most easterly point of the coast of Arabia, in lat. 22 deg. 16 min. N. and long. 60 deg. E. and there are some sandy bays to the westward of it, with good riding in foul weather, but no shelter or preservation against bad weather. To go from it to the Persian Gulf, keep the shore on board as much as possible, especially from April to June.

RASCARANSCHI Cape, is on the coast of the Val di Noto in the island of Sicily, in the Mediterranean Sea. It is surrounded with small islands, and is 5 miles to the E. of Camarana.

RASEBORG, is a sea port of Sweden, on the gulf of Finland, about 12 leagues to the S. E. from Abo, in lat. 60 deg. 16 min. N. and long. 23 deg. 18 min. E.

RASES Bank or Shoal, is the last of the 5 banks or sands between the island of Walcheren on the coast of Zealand and the Flemish coast; which sands form 4 several channels that are respectively noticed in this work. It lies along the W. side of the island of Walcheren, and is divided into the eastern and northern Rases. Neither of these have above 2 feet and a half water upon them on the ebb, and are flat to the eastward, being the inner side towards the land, and also to the southward. When W. Chappel is on with the mills on the island of Walcheren, which is known by its square tower steeple, a ship will be thwart of the channel between the two Rases, running that way into the sea, and having about 2 fathoms at low water. It bounds the Spleet Channel on one side, as it does the Bodkil Channel on the other. There is also a channel between the E. Rases and the Geer which lies to the eastward of it.

RASOCALMO Cape, is a cape of the Val di Demona, in the island of Sicily in the Mediterranean Sea. This is on the N. coast near a town of the same name; to the W. of Cape Faro.

RASP HOUSE Reach, in the River Hughly in the Gulf of Bengal, in the East Indies, is below Rangumata Point. After having passed the island and cleared the point, and run down the E. shore in from 6 to 9 fathoms from the River Kikula to the bottom of that reach, ships must

must then stand over again to the W. shore directly with two trees that will be seen almost close together, which being brought into one will keep clear of a broad shoal that lies off two thirds over the river from the E. side of it. Seamen will do well no notice that the best of the tide here runs on the starboard side, and that a small river comes in, which the Dutch call Ferken's Sprent, and the Reach they call Porkus, because they used to fetch hogs down that stream. The reach is bold from side to side, except a small shoal in the mouth of the river, and another in the bight over against the point of Rasf Houfe Reach; which name was given to it by the Dutch from another little river that comes in just at the head of the reach. Though it shoals for half musquet shot or more from the mouth of that river into the great river, and begins above the point a quarter of a mile or more, the mid-channel of this reach is all bold, and has 15 fathoms throughout the whole reach.

RASP HOUSE River, is a small river that comes into the River Hughly near the head of the Rasf Houfe Reach. It will be known in coming down the main river before it opens, by a great spreading tree that stands on the point. From this river ships keep the same shore aboard, till they come to a plain spot of ground, with a round bushy tree near it, higher than all those about it; from which tree stand over to the other shore, which there bears at S. E. and keep that shore on board almost to the mouth of the River Hughly, a little short of Tumberley, or Tomberley, or Cockeley.

RASPO, in the very bight of the coast, nearly due E. from Venice, in the bottom of the Adriatic Sea, or Gulf of Venice, is round the W. point to the northward of Civita Nova, and a little to the S. S. E. from Trieste.

RASSEN Sand, is a branch or arm of the sand on the E. side of the Honde Flat, which is very steep, and at some places ebbs dry. The third buoy of the northern channel of the Maes, lies on the N. end of the Rassen, in 11 feet water; and the fourth buoy is placed at the S. end in the direction of S. S. E. from the former. When the steeples of Munster and Gravefand come open to the eastward, a ship may be certain of having passed the Rassen. See HONDE Flat and MAES.

Cape RAT, on the E. coast of Africa,

in lat. 11 deg. 45 min. N. and long. 40 deg. 57 min. E.

RAT Island, is a small island near the E. shore of the entrance into Milford Haven, on the coast of Wales, and on the N. of St. Anne's Block-house, near the turning in to the eastward up the haven. It appears very much like the Mewstone at the entrance into Plymouth Sound, but is not so large. There is a small funken rock about a quarter of a mile to the W. of it, which has 17 feet on it at low water, and between them is a good channel of 4 fathoms. The Stake is a bold rock above water about half a league to the N. E. from Rat Island.

RATAN Island, or RUATAN, in the bay of Honduras, and on the Musquito shore, about 148 leagues at W. S. W. from the island of Jamaica, in the West Indies. It is about 13 leagues only from Cape Honduras, and 11 from Truxillo. Its length is about 30 miles and its breadth 13; and on its S. side is the noble, capacious, and secure harbour of Port Royal, but only one ship can pass in or out at a time, though 500 sail of ships may ride in it with the utmost safety. The whole island is remarkably healthy, and the soil extremely fertile; and it has plenty of white oaks, and pine trees fit for masts for merchant ships. It has a constant breeze from the E. which cools and tempers the air, and it abounds with excellent water. The N. coast is defended throughout by a continued reef of rocks, between which there are very few passages even for small vessels. The island is so well situated that it may justly be deemed the key of the bay of Honduras; and at its W. end are meadows of several hundred acres. It is in lat. 16 deg. 26 min. N. and long. 87 deg. 5 min. W.

RATAN or RATTAN Rock, is a funken rock on the coast of Sussex so called, situated about 3 miles or nearly at E. by N. half N. from Beachy Head, and within the Pevensey Shoal.

RATH Down, on the E. coast of Ireland, is to the southward of Bray Head in the way to Wicklow.

RATHLIN Island, off the N. of Ireland, nearly due W. from the Mull of Cantyre, in Scotland, and a little to the W. by N. or W. N. W. from the Fair Foreland, or N. E. point of Ireland. Ships may sail round it any where as

wind or tide directs. There is a fine bay on the S. side of it, with clean sandy ground, and secured from all winds that blow. In coming from the W. there does not appear any opening. Within the island, there is another small island called Sheep Island, almost close to the main, though there is a channel between it and the main. It is flat and clean on both sides of the shore, so that ships may anchor any where at pleasure. It is W. by S. about 4 leagues from this island to Skerries or Port Rusch. It is high water here on full and change days at half past 7 o'clock, being in lat. 55 deg. 20 min. N. and long. 6 deg. 41 min. W.

RATHLINBEN Island, on the W. coast of Ireland, is off Cape Telling, and is S. S. W. about 7 leagues from the island of Aran; between which and the main ships may sail through without any danger.

RATONEAU Island, is a very broken and irregular island to the W. from Cape Daume on the coast of France, and about S. W. by W. from Martieilles in the Mediterranean. The island of Pomegue is to the S. S. W. of it and nearly of the same extent, but not altogether so irregular.

RATTERHEAD, sometimes called KATTERHEAD, on the E. coast of Scotland, is 2 leagues at E. N. E. from Calk Inch, and is only remarkable for a ledge of rocks that runs off N. E. from the head a mile into the sea. To avoid it, come no nearer to the shore than 12 or 13 fathoms, or a ship will sail clear by keeping the high hill of Mormount within the land, that appears like a saddle, in sight above the sand hills of Ratterhead; which hill may be seen to the distance of 10 or 12 leagues at sea. To the northward of this head is the deep bay of Murray Frith.

RATTLEBANK, is the fourth of the five Flemish Banks, which lie along the coast of Flanders, at N. E. by E. from Calais Cliff, being from 3 to 6 fathoms deep. On its S. end is a shoal, where there is only one fathom at low water, and at spring tides these shoals fall dry. There is a channel without along by it, of 19 or 20 fathoms in depth; and to the eastward of it is the fifth or last bank, called the Broad Bank or Free Bank, having between them a channel of 18 or 19 fathoms.

RAVELLO, is a sea port of the kingdom of Naples, in Italy, and is situated

near the sea, about 10 miles to the W. of Salerno, and 25 to the S. E. of Naples, in lat. 40 deg. 36 min. N. and long. 14 deg. 41 min. E.

RAVENGLASS, is a pretty good built town of the county of Cumberland, which has a good fishery, and is furnished on 3 sides by the Esk, Ert, and Mute, the two former of which here fall into the sea, and form a good harbour. A long pole, called the *Perch*, denoting the mouth of the harbour, is raised at mid-channel, as a post of direction; and in most places candles and lanterns are affixed to these by night for guides. Though the 3 streams are tolerable, the Esk is the farthest navigable for vessels of tolerable burden, quite to the mountains. It is in lat. 54 deg. 20 min. N. and long. 3 deg. 30 min. W.

RAVENNA, on the eastern coast of Italy, in the Adriatic Sea, is 8 or 9 leagues to the N. W. by W. from Rimini. It had once a famous harbour, on which account we think proper to mention it here, though it is now quite choaked up, and the sea has retired from the land, so that the port is entirely lost; but there is a good road under the point or cape at N. by E. and N. E. from the city, where ships may ride in 9 fathoms water. The port of Commaccio is 5 leagues at N. W. by N. from Ravenna. The ancient pharos or light-house of Ravenna stands about half a mile from the city, in a ruinous condition, and wholly unserviceable; "The use of which," as Pliny says, in his Natural History, of Alexandria, "is to hang out lights for the benefit of ships sailing in the night, that they may avoid shelves, or know that they are near the entrance of the harbour." Puteoli is another of the places where such a pharos was erected. Ravenna is in lat. 44 deg. 26 min. N. and long. 12 deg. 15 min. E.

RAVEN Point, is the N. point, or star-board side of the entrance into Wexford Haven, on the E. coast of Ireland, not far from the S. E. angle or extremity of the island. See WEXFORD.

RAVIGNO, on the coast of Dalmatia, is to the S. E. from Citta Nova, in the direction of the coast, having a harbour, before the entrance of which are several small islands, as there are also to the N. W. and S. E. It is nearly due N. from Ancona on the opposite side of the gulf.

Cape

Cape RAIS, or *RAYE*, the S. W. point of the island of Newfoundland, in the North Atlantic Ocean, near the coast of North America; and about 20 leagues at E. N. E. from Cape Breton, and 22 leagues to Bird Islands in the gulf of St. Lawrence. It is in lat. 47 deg. 40 min. N. and long. 59 deg. 15 min. W.

Cape or Point RAYA, on the coast of the Spanish main or N. coast of South America, is about 40 leagues at W. by N. from Cape Three Points, or Cape Tres Puntas, and 70 leagues westward from Cape Salinas. The island of Margaritta lies between them, between which and this point are the two small islands of Coetza and Cubagua. There is also a salt pond under the point, and on the E. side of it a good road in 4 or 5 fathoms, between the point and Coetza Island.

RAYLEIGH, is a town of Essex, situated upon the creek called Hadley Bay, which parts it from Canvey Island.

RAZ Passage, is the channel on the W. coast of France, in the Bay of Biscay, between the offing of Douarne-Nez Bay on the N. E. and Hodierne Bay on the S. E. It lies due N. and S. between the point on the main and the Seams or Saints Islands and rocks to the W. of it.

Cape RAZALMABES, on the coast of Barbary, and S. shore of the Mediterranean, is a little to the N. N. W. from Tripoli Vecchio, or Old Tripoli, but about N. W. by W. from the modern Tripoli. It runs out to northward, and the island of Zorbi lies off it due N. It is the S. point of a bay that lies in at S. W. which is shoaly round the beach, besides a shoal or bank that runs to the bottom of the bay near the middle, and nearly cuts the bay in two equal parts, from some small islands at N. N. W. from Zorbi or Razalmabes. It is nearly at S. by W. from the W. end of the island of Scilly, in the Mediterranean.

Cape RAZAT, on the coast of Barbary in Africa, and the S. shore of the Mediterranean, is nearly due S. from the Island Sapienza, or S. W. angle of the peninsula of the Morea.

Cape RAZATTIN, on the coast of Barbary in Africa, is to the E. of Cape Razat, having Bonandria nearly at midway between them, and at S. a little easterly from the island of Goza, off the S. W. coast of Candia Island.

Port RAZOIR, to the N. E. of Cape Negro, on the coast of Nova Scotia in North America near the S. W. extremity.

RAZOR Island, is off the coast of Brazil in South America, and due S. from the opening or entrance into Rio Janeiro Bay, or Santa Cruz Point at the distance of 4 leagues. See JANEIRO.

RE or RHE Island, on the W. coast of France, at the distance of about 3 leagues from Rochelle, is about 3 leagues in length and a league and a half in breadth. Much salt is produced in the island, and an indifferent sort of wine which makes good brandy; but it neither produces corn nor hay, and there is not a tree on the island. Its situation for trade being so very favourable, renders it populous. Its chief town is St. Martin, which is well fortified; and it has also the forts of De la Prée, de Samblanceau, and Du Martray. Its lat. is 46 deg. 16 min. N. and long. 1 deg. 34 min. W. and it has high water on full and change days at 3 o'clock.

RE Port, in the Adriatic Sea or gulf of Venice. See PORTO RE.

READ's Bay, in the island of Barbadoes in the W. Indies, is a road for ships between Hole Town and Speight's Town, being about half a mile over, but is somewhat deeper. Ships may anchor here with great safety, as there is from 6 to 12 fathoms water, the ground being soft and oozy, and being well defended from all winds, except the W. which blows right into the bay. It is in lat. 13 deg. 7 min. N. and long. 59 deg. 47 min. W.

REAL River, or *Rio REAL*, on the coast of Brazil in South America, is between the River St. Francisco to the N. E. and Bay of All Saints to the S. W. and is in lat. 11 deg. 45 min. S. and long. 37 deg. 15 min. W. There is a small sand off the mouth of it, and soundings on the coast in from 5 to 8 fathoms near the entrance of the river, and deeper water farther out, especially to the S. and S. E.

REALEJO or RIA LEXO, on the W. coast of New Mexico, is 12 leagues at E. S. E. from Consibina, and to the N. W. from Port St. John. The port is the most in use for shipping of any between Acapulco and Panama, and ships come to it from every part of the South Seas. If a ship is bound in, and stands for the bar

bar out of the sea, it will be necessary to come up close with the land to discover the harbour; for the coast is all a low flat country, and much overgrown with trees, so that unless a ship comes so near as to see the sandy strand that lies all along under the shore for 6 or 7 leagues there is no discovering the port. It is particularly necessary for all ships designing to go in here, first to ascertain that they are in the latitude of the bar, in 12 deg. 45 min. N. and long. 91 deg. 27 min. W. and when they are abreast of the port, to stand right in. To effect this, bring the Volcano del Veja, or the Old Man's Burning Mountain, which is 7 leagues up the country, and at N. E. from the bar of Realejo, to bear in that direction, and then stand boldly in for the harbour. In that course a low island of about half a league in compass will be seen, which is flat on the top, and cannot be seen until a ship is within a league of it; this island lies in the very mouth of the harbour, and shelters the port by breaking off the sea that would otherwise come rolling into it mountains high. This island makes two channels into it, one of which is to the S. E. and the other to the N. W. but the first is by far the largest, though the other is the fairest and best channel, it is also clearest of rocks, and has the deepest water. Hence it is that no ships go in on the S. E. side but small craft, sloops, barks, and periaguas, &c.

There is from 5 to 6 fathoms water in the N. W. channel, and 4 at the lowest ebb; and if a ship designs to go in, it must keep the starboard side close up to the very rocks on the side of the island, as the channel, which is very good but narrow, lies on that side, and is not above half a cable in breadth. If the wind should happen to blow at S. W. as a ship is going into the port, or over the bar, there will be no need of coming to an anchor, even if it should blow hard, because vessels may lead up at pleasure if there be only a sufficiency of day light; should it even be at the ebb of a spring tide, there will be water enough. When a ship has got in with its broadside to the island close up to the rocks, and the seamen are at a loss and cannot get a pilot, as may sometimes happen, let go the anchor right with a parcel of ground in spots, that is overgrown with thistles and loose shrubs, Continue there till low

water, so as to discover the flats in the channel that lie bare, and mark the directions for avoiding them on the flood, by which means it may go up with safety. After taking the marks, a ship should weigh with an hour's flood, and strike over to the sandy point that lies towards the main on the larboard side, in which course the channel runs; keep on so, sounding all the way in from 6 to 7 fathoms quite to the point, and then run along the same shore next the point, and let go the anchor in the midway over, which is the best of the road.

The town is 3 leagues up the river, and the course up to it for a boat may differ from that directed for a ship, by keeping up first to the N. W. or larboard side of the river, as before, up to a creek, passing that until the boat comes to another farther up, and still farther to a third, which appears to be smaller than the other two. Go in there, and follow the course of the creek about a league and a half, till it comes up to the town close to the very houses.

On leaving Realejo, run out to the S. W. until a ship has passed the Island De los Aferradores, or Sawyer's Island, at the distance of 4 leagues, leaving it to the N. E. See SAWYERS.

It stands on the eastern bank of the river of the same name, 10 leagues to the N. W. from Leon, and is the harbour to that place; and the river at the town is deep and capacious, and can receive 200 sail of ships. This river, which forms the harbour, consists of 8 branches, by means of which goods are carried to and from the different villages and plantations within land. The creek which leads to Leon is on the S. E. of the harbour, but the lands on both sides of it are so low that they are overflowed every tide, and so thick with mangrove trees as to be almost impassable. The creeks and stinking swamps of the neighbourhood indeed render the place very sickly.

RECEIF, a harbour on the coast of Brazil, in the South Atlantic Ocean, is the strongest place on all that coast, about a quarter of a mile to the northward of which is a passage through the ridge of rocks that lines this coast. It is the entrance into the river of Pharnambuco. A small island of about a league in length and 200 paces in breadth, is between the rocky ridge and the shore, called the Sandy Receif, as that on the land is

called

called the Stony Receif. S. of this, and opposite to it, is the island of Anthony Vaez, which is joined to the continent by a bridge. Its lat. is 8 deg. 10 min. S. and long. 35 deg. 35 min. W.

RECVLVERS, on the S. or Kent shore of the River Thames, a thwart mark for sailing down the southern channels from the Nore. St. Nicholas Church brought on in the Gore on a house or barn just open to the eastward of the Reculvers, bearing at S. by W. half W. is a mark for the E. buoy of the Spaniard and the buoy of the Red Sand; and one of the marks for the E. Spell Buoy is to bring Waldershare Monument on the W. corner of Reculver church yard. It is also a mark for the Swinging Beacon going through the Queen's Channel, when it is brought at S. by E. half E. Farther off the Searn and Woolpack Buoys, &c. are found out by their bearings from the Reculvers. The church of the Reculvers has two spires which distinguish it for a mark, and are called by seamen, "The Two Sisters," being about 4 leagues to the W. from Margate.

RED Bay, on the N. E. coast of Ireland, is an inlet of the land, which forms a peninsula on its E. or S. E. side, between Cashenden Bay on the N. and Glenarin Bay on the S. See CASHENDEN.

RED Bay, on the coast of Labrador in N. America, is nearly in the narrowest part of the straits of Belleisle between the S. E. part of that coast and the N. point of the island of Newfoundland, the strait being here about 7 or 8 leagues wide. It has Francis River at W. by S.

RED Beard Shoal. See BEARD.

RED Cape, on the E. coast of Newfoundland Island is the N. E. point of Torbay. See TORBAY.

RED Care Cliff, to the northward of Huntcliff Foot, a hill about 4 leagues eastward of the Tees towards Whitby, is nearer to the Tees, and may be deemed its southerly limit, and is a cliff of such red earth that it shews like a red cloth when the sun shines against it. With the hill it may be deemed a certain mark whereby to know the coast on making land.

RED Castle, on the starboard side within the lake or lough of Londonderry, going up to the town, on the N. of Ireland, near which begins an oyster bank that stretches from thence along the shore to the Three Trees, where is the ordinary road for ships to come to an anchor in.

RED Castle Point, on the E. coast of the island of Newfoundland, is about 3 or 4 leagues at S. by E. from Little Meltre Bay, to the southward of which is a bay having an island at its N. entrance.

RED Cliffs, on the W. coast of Africa, sometimes called Red Land, is 3 leagues to the E. by N. from Druin. This name is given to a long tract of land upon the coast, which holds for about 7 leagues, and from hence it is properly named the Red Land. Many ships stop here to trade for teeth, where the trade is good, and ships may anchor under any of them in from 7 to 8 fathoms water. The first of these rocks or cliffs makes with a white spot in it, and the river of St. Andrew comes in among them, where there is good traffic for teeth, the negroe canoes coming down it with teeth to sell; but no ships go up there. The shore differs extremely here from all the rest of the coast, being so flat and shoal that there is not above from 10 to 12 fathoms at the distance of 2 leagues from land; but ships may anchor close under the point of St. Andrew in 3 fathoms. The fairway along the coast lies under shore in from 5 to 6 fathoms, and the coast to the eastward is all even, as far as Cape Lehu. Ships may wood and water in the river of St. Andrew's; but can get nothing to eat. See ST. ANDREW'S.

RED Deep, is one of the passages or channels called the Deeps, on the coast of Germany, to the N. of the Hever, leading into the bays on the coast of Jutland within the Vooren.

RED Flag Bay, on the N. E. side of the island of St. Christopher's, or St. Kitt's, in the West Indies, is between Soldier's Gut and Charles's Gut, and to the eastward of Christ Church, at the E. end of a rocky shoal or bank which runs along near that coast.

RED Hat, otherwise called Chapeau Rouge, the French name for the same is in lat. 46 deg. 51 min. N. and long. 55 deg. 26 min. W.

RED Head on the coast of Scotland, is 4 leagues at N. E. by N. from the River Tay, having the town and haven of Arbroth about a mile to the westward of it. From the S. to the N. part of the Red Head, the distance is 4 miles at N. N. E. half E. and from the N. part of the Red Head to the river of Montrose is 4 miles at N. by E. Laudon Bay is a little to the northward of Red Head, which

which affords good anchorage in 8 or 9 fathoms, when the point of the head bears due S. affording a shelter for westerly winds. The rock called Inch Cape, is 3 leagues and a half or 4 leagues to the S. E. from Red Head. It may not be improper to notice to seamen, that beyond this point no coals were permitted to pass before the year 1793, without paying a very heavy duty; but this oppressive tax was then taken off by a commutation duty on spirits. The ruins of an ancient castle are on this point, almost surrounded by the sea.

RED Head Bay, on the E. coast of Newfoundland Island near the coast of North America, is between St. John's on the S. easterly, and Cape Francis on the N. westerly, and nearly at midway between them.

RED Hills, or Barrancas Vermillias, on the W. coast of South America, and on the Pacific Ocean, are near or upon the equator. They are so much tinged with a mixture of white, that they make at sea like hills of salt; and ships that would water here may run in with those hills, leaving nine of them to the leeward, and come to an anchor about musquet-shot from the shore, where there is good clean ground and 14 fathoms water. There are several lagunas on the broken grounds, that furnish water throughout the year, though situated exactly under the equator. It is 10 leagues at N. E. from Cape Passado to these hills.

RED Island, in the river of St. Lawrence, is a small island which lies E. from the northern entrance of the port of Tadoussac, and is about one-third of the breadth of the river from it. Green Island is towards the opposite shore.

RED Island, on the S. W. coast of Newfoundland, on the gulf of St. Lawrence in North America, is in lat. 48 deg. 34 min. N. and long. 59 deg. 16 min. W.

RED Island, is a small island scarce 3 furlongs over, which lies on the star-board side of the entrance or mouth of Chebusco Harbour from the S. and lies off the S. point of Cornwallis Island.

RED Land, on the W. coast of Africa. See **RED Cliffs**.

RED Lands, on the W. coast of Africa, one of the small places so called near Little Commenda, which have some trade.

RED Point, on the N. eastern shore

of the bay or gulf of Bengal, is at N. E. by E. or somewhat more northerly from Diamond Island, in the way to the port of Negrais. See **BRAQUE** and **DIAMOND**.

RED Point, on the E. coast of Newfoundland Island, near the coast of North America, is the S. E. point of Torbay, and the N. W. point of St. John's Bay.

RED Point, is about 8 leagues to the N. of Long Nose, on the E. coast of New Holland or New South Wales, and a little to the southward of Botany Bay, being in lat. 34 deg. 29 min. S. and long. 151 deg. 15 min. E. The variation of the compass off this part of the coast, was 9 deg. 18 min. E. about 1770.

RED Sand, to the S. E. from Lowestoffe or Leostoffe on the coast of Suffolk, and due N. from the sand called the Knaps, is about 2 miles in length in the direction of N. N. E. and S. S. W. It is not more than a cable's length across, and has from 2 to 3 fathoms upon it, but there is 15 or 16 between this sand and the shore for the breadth of 2 leagues, which is the distance from land. A ship will be on the shoalest part of it when the church of Lowestoffe is about two sails breadth upon the S. end of the town. It bears from Southwold at N. E. by E. and from Gunton Wood at S. S. E.

RED Sand, on the S. shore of the River Thames, is a long and narrow sand in the direction of E. by N. and parallel to the Spaniard on the S. and the Oaze Edge on the N. between which are channels, but extending farther eastward than either of these. The small shoal called the Spill lies off from the W. end of this sand, rather towards the buoy of the Oaze Edge, which is usually first made, if ships intend to sail through either channel along by the Red Sand, and to the S. from that buoy. The buoy on the N. E. end of the Red Sand bears from the buoy of the Oaze Edge at E. half N. about 4 miles distant; and to go between these sands, if the weather is clear, a good mark will be had by keeping a tree that has a round head on the island of Grane, in the valley between the little hills on the high land next to the W. end of that island. In passing through by soundings, come no nearer to the Oaze Edge than 7 fathoms, nor to the Red

Red Sand than 7 or 8 fathoms; in the fairway of the channel there is 10 fathoms. The E. end of this sand lies out with two points, on the northernmost of which the buoy is placed. The marks for the buoy of the Red Sand on the land, are, to bring the Land's End of the island of Shepey at S. W. and St. Nicholas's Wood in the Gore open of the Reculvers at S. E. From this buoy to the channel between the buoys of the Spell and Woolpack, is S. E. by E. a quarter southerly 8 miles. See SCHIVERING.

RED Sea, the name of a noted strait or sea, which separates Africa from Asia, from its mouth on the S. E. to its head on the N. W. called by the Arabians who border on it on the E. the Sea of Suz.

REDANG Islands, in the gulf or bay of Siam on the eastern coast of the peninsula of Malacca, are five in number, in about lat. 4 deg. 57 min. N. from whence ships to the northward are to keep the main on board to Pe-tany in from 16 to 17 fathoms.

Port de la REDONARE, is to the N. E. from St. Boniface, or S. point of the island of Corsica in the Mediterranean Sea, at N. westerly round Cape Santa Maffa. On the N. point of this port is a tower, called Tour de la Redonare, and the S. point of the port is named Cape de l'Espensere. It is but narrow, but there is anchorage in 12 fathoms at the mouth or entrance.

REDONDA Island, is a small island of the West Indies at W. N. W. from Montserrat, or rather a large rock, being about a league in circuit, and of a round form; but it has neither culture nor inhabitants. Its lat. is 16 deg. 54 min. N. and long. 62 deg. 21 min. W.

REED's Point, on the W. side of the island of Antigua in the West Indies, is the S. E. limit of Musketto Cove, and the N. point of Morris Bay. There is a round bank off from it at about half a mile to the S. W. by W. on which is but 5 feet, called the Five Foot Bank, between which and the point is a depth of 7 feet.

REEDY Island, in the river of Delaware, nearly opposite to Salem on the E. or Jersey coast of that river, but nearest to the western shore. The town of Newcastle is to the N. of it, and

Philadelphia is up the river to the N. E.

REEF Holm, on the coast of Sweden in the Baltic, is N. by E. from the rocks called the Karels, as is Westergoe. See WESTERGoe.

REEF Holm, near the N. part of Lapland, between Surroy and Jugen, and to the eastward of the former. It is to the southward of Ship Holm; and there are many other small islands or large rocks between them. Ships may sail in on either side of these small islands, within which is also a good harbour to the S. E. within the island of Hammerfast.

REEF Stone, between which and the island of Aland on the coast of Norway, is a channel into Bergen, coming in from seaward from the W. by way of Jelleford. See JELLEford and BERGEN.

REEHOVA, or OREEHOVA, one of the Sandwich Islands in the North Pacific Ocean, is connected with the N. end of Oneehow by a reef of coral rocks, and is in lat. 22 deg. 2 min. N. and long. 160 deg. 8 min. W.

REFRISCO, on the W. coast of Africa in the North Atlantic Ocean, is about 6 leagues from the village of Cape Verde, which lies at N. N. E. about a league and a half from the bay or road within the Isle of Goree. It affords fresh water and African provisions, such as goats flesh and rice for ships; and from Goree along the shore hither, which is 6 leagues, the land is low, and there is a fair strand, along which ships may sail, and may lie close to the shore in its road in from 6 to 7 fathoms in the summer. It is 7 leagues from hence eastward to Point Dalii, the course being along shore in 8 fathoms.

REFULGATE. See RASALGATE.

REGGIO, or VIA REGGIO, is E. S. E. from Porto Spezia, distant 9 leagues, or thereabouts, being only a small port, and in a little gulf, but not very deep in. Here is no harbour, but ships may ride under a high shore in from 7 to 8 fathoms; but if the wind veers to the S. the shore becomes foul, and they must run out of the bay, if possible, to Spezia. The coast from hence is about S. E. to Leghorn. The lat. is 44 deg. 43 min. N. and long. 11 deg. 5 min. E.

REGGIO, is a small city on the strait

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of Messina, having a harbour for small vessels.

REHOBOTH Bay, is an inlet or small gulf on the coast of Virginia in North America, about 5 leagues to the S. from Cape Hinlopen, the most southern cape or point of the Delaware.

REICHENAU Island, is an island in the lake of Zell in Suabia in Germany, of no importance as to matters of navigation.

REIKIANESS Cape, on the coast of Iceland in the North Atlantic Ocean, is in lat. 63 deg. 55 min. N. and long. 22 deg. 47 min. W.

REM Island, on the coast of Germany, is to the N. N. E. from Ameren to the northward of Silt, and is about 3 leagues in length, and a very flat shore, so that it can scarcely be seen in 7 fathoms, the channel of Liff lying in between it and the Silt Island.

St. REME, or REMO, on the coast of Savoy, is E. a little northerly from Monaco, and about midway towards Cape Meile. There are many small places between them, of which this is one; and the current sets strong along the coast to the westward from the gulf of Genoa, so that ships bound from the Hieses this way have very great difficulty to go into any of these ports.

Cape REMEDIE, on the coast of Guatimala, or W. shore of New Mexico, is in lat. 12 deg. 50 min. N. and long. 93 deg. 5 min. W. See **REMEDIOS**.

REMEDIOS Cape or Point, on the W. coast of New Mexico, is 10 leagues beyond Bernal Hill, the coast between having the name of Balsam Coast. This is a low ridge which is level at the top, stretching along the sea coast, and terminating before it comes to this point; it is low next the sea, and has a rock standing up by it, about which there are many sands, some of them running out more than half a league into the sea under water. To anchor in the port of Sanfonate, in going round give these sands a sufficient birth. Point Remedios affords shelter against a S. E. wind.

St. REMO, a small place on the N. shore of the Mediterranean Sea on the coast of Savoy. See **St. REME**.

RENDEZVOUS Bay, on the S. coast of the island of Antigua in the West Indies, to the West of Falmouth Harbour, the strand of which is for the most part lined with rocks.

RENDON Island, is a small island near the N. point or limit of Kenmare Bay, on the S. W. coast of Ireland, Fremor Island being within it near the point of the main, and Wennis Island to the westward without it.

RENOWES Harbour, on the E. coast of Newfoundland Island near the S. E. angle, is 4 miles to the northward of Freshwater Bay, and near 7 leagues from Cape Race. It is but an indifferent harbour to put in at, having many dangers in the entrance; but it is a good harbour to fish in, and is covered in the season with boats and shallops. There is not above 15 feet water when a ship is in it, and very little drift, as there are many shoals which intercept the current. A small island lies a little from the S. E. point of the entrance into the harbour, and about half a league from the S. point is a great high rock at S. E. by E. called Renowes Rock, which may be seen 3 leagues off in clear weather; it is bold on all sides, and ships may go on either side of it. From the point of Renowes, it is about a league and a half at N. E. by N. round the points of land to Fermowes Harbour.

RENOWES Point. See the preceding article.

RENOWES Rock, the situation of which is described under Renowes Harbour. See **RENOWES Harbour**.

REPOS Sand, one of the sands on banks in the Pertuis or channel of Antiochia, between the islands of Rê and Oleron on the W. coast of France, and on the side nearest to Oleron; all which are avoided by keeping in 12 fathoms towards the island of Rê, if ships are passing through in the night.

REPULSE Bay, in the N. part of Hudson's Bay, or the Welcome Sea, is so called because it admits of no farther passage to the N. or N. W. but the accounts respecting it are so extremely vague and unsatisfactory, and its situation so totally out of the way of navigation, that the seaman can have no cause to regret the want of information respecting it.

REPULSE Bay, on the E. coast of New Holland, in the South Pacific Ocean, the northernmost point of which is called Cape Conway, which is in lat. 20 deg. 36 min. S. and long. 148 deg. 32 min. E. There is every where from

13 to 8 fathoms within the bay, with safe anchorage. There may probably be some good harbours in it also, especially within Cape Conway, where there are two or three small islands that alone would shelter ships from southerly and S. easterly winds that appear to prevail on this part of the coast. The flood-tide here sets from the northward.

REPULSE Bay, one of the bays so called on the coast of Kerguelen's Land, or Island of Desolation.

REQUENE, a hill so called on the coast of Peru in South America, and on the South Pacific Ocean, will be seen before a ship in the way to Aguja from the headland of Etin. It is high, ragged, and broken on the top, and has a spire or peak on the S. side like a sugar-loaf, and is seen off at sea to some distance; but care must be taken to distinguish between this and the thick high headland directly over the Morro Etin, in coming towards the coast.

RESOLUTION Bay, otherwise called MADRE DE DIOS Port, is situated near the middle of the W. side of St. Christina, one of the Marquesas Islands in the South Pacific Ocean. It has sometimes been called the Port of MENDANA, as having been discovered by that Spanish circumnavigator, in 1595, and, as well as the islands, received his name. It obtained the name of Resolution Bay, in consequence of that ship's anchoring there the 7th of April 1774, in Captain Cook's second voyage round the world. This bay is under the highest land of the island, in lat. 9 deg. 55 min. S. and long. 139 deg. 9 min. W. and is S. 15 deg. W. from the W. end of La Dominica, another of the Marquesas Islands. The time of high water on full and change days is at half past 2 o'clock. The S. point of the bay is a steep rock of considerable height, terminating at the top in a peaked hill, above which may be seen a path-way, leading up a narrow ridge to the summit of the hills. The N. point is not so high, and rises with a more gentle slope, and is one mile distant from the other in the direction of N. by E. In the bay, which is three quarters of a mile deep, and has from 34 to 12 fathoms water, with a clean sandy bottom, are two sandy coves, divided from each other by a rocky point, in each of which there is a rivulet of excellent water; but the

northern cove is the most commodious both for wooding and watering. The little water-fall, which was mentioned by Quiros, Mendana's pilot, is in this cove, but the town or village is in the other. There are several other coves or bays on this side the island, and some of them, especially to the northward, may be mistaken for this; and the best way to prevent the consequences of such an error will be, to be mindful of the true bearing from the W. end of La Dominica. There is anchorage in the entrance of the bay, when the wind is against a ship off the high land, in 34 fathoms and a fine sandy bottom.

RESOLUTION Bay or Port, in Tanna. See *Port RESOLUTION*.

RESOLUTION Cape, near the eastern entrance of Hudson's Straits in North America, is in lat. 61 deg. 29 min. N. and long. 65 deg. 15 min. W.

RESOLUTION Island, at the E. end of Hudson's Straits in North America, in lat. 62 deg. N. and long. 65 deg. W. There are several islands, but they are generally considered under one denomination, lying off the S. E. point of the North Main.

RESOLUTION Island, in the South Pacific Ocean, is one of the Society Islands, and a small island which was so called from the ship Resolution, in lat. 17 deg. 24 min. S. and long. 141 deg. 15 min. W.

Port RESOLUTION, in the island of Tanna in the South Pacific Ocean, is in lat. 19 deg. 32 min. N. and long. 169 deg. 41 min. E.

RETIMO, in the island of Candia in the Mediterranean Sea, on the N. side, is 5 or 6 leagues to the eastward of Zuda, and has a good bay, with a road for all southerly winds; and to the eastward, about 15 or 16 leagues, is the city of Candia, the capital of the whole island. Retimo is in lat. 35 deg. 22 min. N. and long. 24 deg. 45 min. E.

RETIRES Sand or Bank, is a stony bank so called on the N. coast of France, a little to the southward of the middle of the Seyn, and on the star-board side going up the channel. It stretches up towards Honfleur, and is in some places dry at low water, but in the channel, on the N. side, there is 4 or 5 fathoms.

REVEL, is a port town and city of Esthonia, a sub-division of Livonia, at

the S. entrance of the gulf of Finland; and is a rich trading place, having a fine harbour, where a part of the Russian fleet is commonly laid up. It is in lat. 59 deg. 20 min. N. and long. 23 deg. 57 min. E.

Cape REVELLATE, in the island of Corsica in the Mediterranean Sea, in the N. W. part to the westward of Calvi, is a peninsula that is joined to the main island by a narrow neck of land, but presents a broad head to the sea, in several points.

REY Cape or Point, on the North coast of South America, is N. half E. from the Bocca del Drago, and 40 leagues at W. by N. from Cape Three Points. Between this point and Margarita Island, are the two small islands of Coetza and Cubagua; and there is a famous salt-pond under the point, and a good road on the E. side of it in 4 and 5 fathoms towards the Island Coetza. A reef of rocks runs out from the point near a league into the sea, so that if a ship would go into the road before the salt ponds, and come from the S. it must give the point a good birth to go clear of the rocks. From this point the land trends W. to the gulf of Cumana.

Angra dos REYES, on the S. E. coast of Brazil, in South America, at the bottom of the bay which opens from the mouth of the River Guagendy to the W. N. W. being to the westward of the River Janeiro. From this bay the land turns again to the southward, about S. W. by W. to St. Sebastian Island. There is very good anchorage in the bay in almost any depth, and it is due W. from Cape Frio 53 leagues.

REYS Point. See *REY Point* and *KINGS Point*.

REYBEIERRA Bay or Port, in the island of St. Jago, one of the Cape Verd Islands in the North Atlantic Ocean, is to the westward of Taburon Point, or the S. W. limit of Port Praya. It lies between two mountains, and is also on the S. coast of the island, in lat. 15 deg. 6 min. N. and long. 23 deg. 24 min. W.

RHE or RE Island, on the W. coast of France, is 5 leagues long and a league broad, and is very fertile. The principal places in it are St. Martin's town and city, De la Pree, where the governor resides, and Mattrey. It is

high water on this part of the coast about 45 minutes past 3 o'clock. It is about 3 leagues distant from Rochelle at the S. E. extremity, where it is also broader, and is in lat. 46 deg. 15 min. N. and long. 1 deg. 29 min. W. See *RE*. This island is about 13 leagues at S. E. from Island Dieu; and the fairway of the channel within the island on the N. part, called the Pertuis Breton, and coming from the N. is about two-thirds over from the island towards the main, in from 13 to 10 fathoms, as far as until St. Martin's Fort bears about S. S. W. or S. W. by S. where it becomes shoaler. A ship will then be to the eastward of the bank that lies north from the island of Rhè, and runs off about a league quite from Island d'Oye, and may edge in towards the island in 5 or 4 fathoms water. This is the depth at the entrance into St. Martin's Road, between the bank and Powbreton, as it suddenly shoals from 10 to 5 or 4 fathoms, in passing by the end of the bank into the road; in which ships may anchor in from 3 to 6 fathoms, and all soft ground. Ships that do not anchor here may run on in the channel or Pertuis Breton, till the mouth of the river between St. Michael and the channel of Lucon comes over Point de Island Aguillon, and with this mark run through between Point St. Marc on the main land near Rochelle, and Point Sublanceau at the E. end of the island of Rhè, and so pass clear of the Levaradin Bank, which lies about half a league from the S. E. point of the island of Rhè, betwixt it and the Point de Courcil, or S. point of the harbour of Rochelle. Between the shoal and the island of Rhè is 12 and 14 fathoms water. On discovering the island from seaward, a high tower and a house will be seen upon it, with a mill upon the strand, and four or five sandy hills, when a ship is out in 28 or 30 fathoms. There are some banks or over-falls, about 11 or 12 leagues W. from this island, on which the ground is so uneven, that there is in some places but 2 or 3, and in others 30 fathoms water; but ships may anchor on the N. E. side in 30 fathoms with sandy ground, and on the S. side there is 50 and 60 fathoms, and the ground full of black stones. This is a very dangerous place in stormy weather, on which the

sea breaks terribly ; but upon the Blanch Vertes, which lie about a mile at N. W. there is 50 or 60 fathoms.

RHENCHIERA. See PUEBLA NOVA.

RHODE Island on the coast of New England in North America, and one of its distinct parts or provinces, is about 4 leagues in length and one and a half in breadth, and at the distance of about 40 miles to the S. W. from Boston. It is deemed the most healthy place on all that coast, and even in North America, because the winters are less severe than in other parts of New England, and the summers are particularly delightful. The town of Newport is the capital, which has from 8 to 10,000 inhabitants, and has a very fine harbour. The island, though so small, is supposed to contain 70,000 inhabitants. It has a great trade, and carries on a circuitous commerce ; and it is the more valuable, as being the only harbour in the N. parts of this continent that is open in severe winters. On the island of Conanicut is a light-house with one lantern. It is high water here on full and change days at a quarter past 8 o'clock, and the harbour is in lat. 41 deg. 25 min. N. and long. 71 deg. 20 min. W.

RHODE Island, a small island so called in the River Delaware in North America, in Newcastle county, Pennsylvania, opposite to a pretty village, called St. George.

RHODEL Island, is at the mouth of the sound going into Wyburg, from whence all ships take pilots to enter that difficult port ; it is 7 leagues from the Goe Scars, and 16 leagues from the Epels Rocks, in the Gulf of Finland in the Baltic Sea.

RHODES Island, on the coast of Asia, in the Archipelago, in the Mediterranean Sea, was formerly very famous for the distinguishing pre-eminence they possessed at sea, and their maritime laws by which disputes or differences on that element were determined. These were afterwards succeeded by those of Oleron, to which we have alluded. It is about 50 miles in length, and about half as much in breadth ; and is remarkable for its fertility of soil and choice wines, as well as other delicious fruits, but it imports its corn from the neighbouring continent. Its coast is high, and in sailing between it and the main from the

eastward, may be seen by ships in mid-channel on the larboard at the same time that the main is seen on the starboard. A great rock lies off from the S. E. point of it that makes at a distance like the hull of a ship, and to the N. of that rock is another at the distance of a league from the island. There is a good road between those two rocks on the E. side of the island with a fair clean strand, and any depth of water at pleasure. It is 14 leagues at N. E. by E. from Scarpante, and 10 leagues at S. E. from Cape Grió. Ships may here get as much fresh water as they please, only by digging for it in the salt sand on the sea shore. It lies between the lat. of 35 deg. 52 min. and 36 deg. 27 min. N. and in long. 28 deg. 23 min. E.

RHODES, the capital of the Island of Rhodes, in the preceding article, has a convenient and safe harbour, at the mouth of which, being 50 fathoms over, was erected the famous colossal statue of Apollo, esteemed one of the wonders of the world. It was 70 cubits high, and ships sailed in and out of the harbour between its legs ; and in one hand it held a light-house for the direction of mariners. A squadron of Turkish galleys, commanded by a bey, is always stationed here, to cruize on the ships of Malta.

RHONE, anciently called RHODANUS, is one of the most considerable rivers of France, and rises in the Mount la Fourche in the Swiss canton of Uri. It runs W. with great rapidity through the country of Valois, which it divides into two parts, and falls into the lake of Geneva near Bouveret. The Rhone begins again to flow about 2 French or nautical leagues above the city of Geneva, and at that city resumes its rapidity and name, at the influx of the River Arve. Four leagues below this there is a cataract or prodigious chasm in the rock, a quarter of a mile in length, but not above 3 fathoms in breadth where narrowest. It afterwards widens and becomes navigable near Seissel, then runs S. W. to Lyons, and receives several other streams, particularly the River Soane ; and continuing its course due S. and passing by Orange, Avignon, and Arles, it falls into the Mediterranean Sea to the westward of Marseilles by 3 mouths,

mouths, of which the names are Gras de Sauze, Saintonge or St. Anne, and le Grand Gras. This river swells as the days increase, like many of the large African rivers, and its waters are at the highest when the days are longest; probably from the melting of the snow on the Alpine mountains.

RHUDDLAN Port, at the mouth of the River Clwyd or Clyde in Flintshire, is a small port, and only accessible for small vessels. See **CLWYD** or **CLYDE**.

RIALEXA, is a town of New Spain, on a small river in Nicaragua, about 5 miles from the Pacific Ocean, where there is a good harbour, but the air is very unwholesome on account of the morasses. It is about 60 miles W. from Leon and the Lake of Nicaragua, and in lat. 12 deg. 25 min. N. and long. 89 deg. 10 min. W.

New Rio, is a sand in the N. channel of the Maes, on the coast of Holland, on the E. end of which is the 5th buoy of that channel in 11 or 12 feet water, and situated in the direction of S. E. by S. from the 4th buoy. It is to the eastward of this E. point or 5th buoy that the N. and S. channels of the Maes come into one.

RIBADAVIA, is a town of Spain in Galicia, having a fine harbour. It is situated near the mouth of the River Ribadeus, about 25 miles from Lucaro, upon a rock, in lat. 43 deg. 30 min. N. and long. 6 deg. 47 min. W.

RIBADAVIA, a town of Spain in Galicia, at the confluence of the Rivers Minho and Avia, in a country that produces the best wine in Spain, about 5 leagues to the S. W. of Orense, in lat. 42 deg. 13 min. N. and long. 7 deg. 45 min. W.

RIBADEUS or **RIBADUES**, on the N. coast of Spain, or S. shore of the Bay of Biscay, is about 10 leagues at W. by S. from Avielos, and 7 leagues from Luarca. A reef or ledge of rocks runs off from the E. point of the haven's mouth towards the W. shore, which may be sounded in 4 fathoms or 4 and a half; or the little town of Castropol may be kept just without the point to sail right in with it, when a ship will not come too near the ledge, but pass to the westward of it. The W. point of the haven, in coming in or out of the sea shews itself like an island, on the N.

end of which stands a flat tower almost like the Tower of Corunna or the Groyne, but not so large. Nearly thwart of that tower lies a sunken rock, a little way from the land, for which a ship must look out carefully, in order to avoid it; it will be discovered very easily when any great sea comes in, by breaking upon it, but not with smooth water. This shore is foul and rocky, and there runs off to the southward of the tower a foul ridge or reef of rocks, at least half way over the haven's mouth, and at the side if a ship cannot use the lead till it is past the ledge or reef that lies off from the E. shore. Run about this W. ledge, and edge in somewhat towards the E. shore, and sail in along by it until the ship comes to the end of it; then luff up about it towards the western shore, so as to give the E. shore within the haven's mouth a birth, being a great way within very flat or shoal, but on the W. side it is deep water. In coming within the W. point a little tower will be seen within the point on the W. shore, as a ship runs along by the reef; and when this little tower comes at W. or thwart of a ship, this will be a mark for its being at the end of the reef, when it must steer towards the said little tower to the W. shore, and run in along by it before the town. Here ships must lie with an anchor to seaward, and with a cable fast on the rocks. About a league to the westward is a small tide haven, which appears like this haven of Ribades in coming along shore from the W.; but the following observations will be sufficient to distinguish them. On both sides of the haven of Ribades the land is low, but on both sides of this haven it is high. There is also a high sharp hill that may be very easily known, as it is higher than all the hills thereabouts, and may be distinctly ascertained at the distance of 7 or 8 leagues, on which are some heaps of stones that appear like little houses; and when that hill bears S. S. W. from a ship, it may sail right in with it with the right land, before the mouth of Ribades Haven. Cape Bourel or Brito is about 6 leagues at N. W. from Ribades.

RIBBLE River, is a river of Lancashire, across which it passes, but has its source in Yorkshire, near the W. side of

the lofty proverbial hill of Pennyger, one of the three noted hills of the N. of England. It runs S. through Yorkshire, and on entering Lancashire at or near Clithero turns to the W. and, after passing by Preston, discharges itself by a broad sandy outlet, flowing through a vale of great fertility and beauty, into the Irish Sea. See PRESTON.

RIDEIRA Grande, is a town of the Island of St. Jago, one of the Cape de Verd Islands in the North Atlantic Ocean. See REYBIERRA.

RICH's Island, otherwise called Sir ROBERT RICH's Island, is one of the small islands of the eastern Indian Ocean, in lat. 5 deg. 7 min. S. and long. 145 deg. 58 min. E.

RICHARDSON's Bay, on the S. E. part of the Island of Jamaica in the West Indies, is on the S. coast, which goes in between two rocky reefs or banks that lie near the shore, and afford anchorage within, between Morant River and Two Mile Wood. Port Morant, also to the eastward of it, is on the same coast.

Point RICHE, on the N. W. coast of the Island of Newfoundland, and situated on the gulf of St. Lawrence, is at N. W. from Port a Choix, round which a spacious semicircular bay opens called Old Port a Choix.

RICHLIEU Islands, a cluster of small islands so called in the River St. Lawrence, about 12 leagues above the town of the Three Rivers or Trois Rivières, at the limit of the government of Montreal. There are nearly 100 of them, forming a kind of Archipelago, that heretofore served as a retreat to the wild Indians, and are about the lat. of 46 deg. 22 min. N. and long. 71 deg. 7 min. W.

RIDANG Islands, near the coast of Malacca in the East Indies, for which see REDANG.

RIDE MIDDLE, is a sand or shoal so called in the fairway of the channels nearly between the shore of the Isle of Wight at E. Cowes Point, and the shore of the main land, about 2 or 3 miles to the N. W. from Stoke's Bay. In sailing from Spithead road to the westward, keep S. Sea Castle about a sail's breadth open of Fort Monckton until the Castle of W. Cowes comes in sight, and until a ship is two thirds over towards it; and then it may steer directly towards Hurst Castle, or come to an anchor in Cowes Road. See RYDE.

RIDER's Bay, on the N. side of a long and narrow island in the straits of Maghellan, between St. David's Cove and Butler's Bay. This island is nearly W. from the W. end of the island on the S. side of Crooked Reach.

RIDGE, is one of the sands so called, in approaching the mouth of Harwich Harbour, between the Essex and Suffolk coasts. The directions are, to run in with Bawdsey Church at N. by E. a little northerly, until both the lights of Harwich come into one, and, by keeping them so, go through between the Ridge and Andrews for Landguard Fort. The lights must not be opened, if possible, as the channel is not above a cable's length broad, and both sands are very hard and stony, and steep to 5 fathoms very near.

RIGA is a large and populous port town at the mouth of the River Dwina, in a bay of the Baltic, and the capital of Livonia, and is one of the best havens and trading towns on the coasts of that sea. It is about 20 leagues at S. E. from Domesness, all the way between forming a gulf, called the Gulf of Riga. There are abundance of both great and small islands in the gulf, which should be particularly regarded, as the Port of Riga is a place of much business. Kyn Island is at N. by E. 15 leagues, and N. by W. westerly 14 leagues is Round or Runen Island. Kowerwick Bay is on the starboard side, having a point with a small reef before it, in sailing towards Riga; ships may sail past it in from 6 to 7 fathoms, though there is no need to stand so far into the bay, unless forced in by N. E. winds, and in that case there is anchorage any where with safety in very good ground, and in any depth from 6 to 22 fathoms. It is in lat. 57 deg. 5 min. N. and long. 25 deg. 5 min. E.

We should observe that the Port of Riga is usually deemed pilots water, because the land freshes and drifts of ice in the River Dwina are so great, and the stream is so strong, that the sands and shoals are always shifting and uncertain. It is 25 leagues at N. N. E. or N. E. by N. from hence to Pernau. Here is a floating wooden bridge over the Dwina, of 40 feet in breadth and 2600 in length, which is taken to pieces and removed in the winter when the ice sets in, and replaced in the spring. The town of Riga is 5 miles from the mouth of the Dwina, and

and 250 at S. E. by E. from Stockholm.

RIGAUD Haven, is about 7 leagues to the S. W. from the town and port of **Louisburg** on the coast of **Cape Breton Island** at the S. part of the gulf of **St. Lawrence**, off the S. entrance of which is the island de **St. Elprit**, and to the westward of it a bay with some islands before it.

RIGO Island, near the N. W. part of the island of **Porto Rico** in the **West-Indies**, behind which is the chief harbour of the main island. The entrance into it is along the shore of the small island, because on the W. point of the harbour itself there is a reef, which shoots off half thwart the entrance. On the point of the island stands the castle which commands the passage, and there is another on the W. side of the harbour on a rock off the sandy reef. The haven is capable of receiving any number of ships; but the best riding is to the eastward of the city, because the E. winds which here blow trade come right in, and bring a large swell of the sea with them.

RIMEN Island, near **Cancale Bay** on the coast of **France**, and in the bight of the bay of **St. Maloes**, is fortified with 20 heavy cannon and 5 mortars.

RIMINI, or as the seamen call it **RIMANO**, was anciently known by the name of **ARIMINUM**, and is a small but elegant city on the N. E. coast of **Italy** in the gulf of **Venice** or **Adriatic Sea**. It is 21 leagues at N. W. by W. from **Ancona**, at the mouth of the river **La Mareccia**, over which is a bridge of marble; and small ships could formerly go up to the bridge, though larger vessels rode under the castle in from 6 to 8 fathoms. This situation, however, is open to the N. and N. E. winds. It is 8 or 9 leagues from hence to **Ravenna** at N. W. by W. It was formerly a good port, but the sea has retreated above a mile and a quarter from it, so that its harbour is almost choked up with sand. The lat. is 44 deg. 4 min. N. and long. 12 deg. 34 min. E.

Cape RINCON, at the W. end of the island of **Porto Rico** in the **West-Indies**, and about 10 leagues due N. from **Cape Roxo**, is in lat. 18 deg. 40 min. N. and long. 67 deg. 53 min. W.

RINDE, on the coast of **Lapland**, is a fair harbour, situated about 5 leagues

to the eastward of **Olinie**, before which are 4 little islands, having anchorage within or behind them; but it will be necessary to take a pilot at **Olinie**, or at these islands, as the harbour lies in behind them. Run along shore from **Olinie** till a ship is right off the islands, for the land is so high that in the offing it appears above them. There is a very large bay a little to the southward of **Rinde**, before which are two little high islands, and on the northernmost of them is a cross; round which islands ships may sail on either side to go in, or between them, and come to an anchor in from 5 to 15 fathoms water, and sheltered from all winds; for though a rolling sea comes in, when the wind blows right on the shore, and hard, yet nothing can hurt a ship. A long and low island lies close to the shore between **Rinde** and this harbour, though there is a channel, free from danger, between it and the main land. The **Seven Islands** lie about 4 leagues beyond this island.

RING Point, near **Youghall**, on the S. coast of **Ireland**. See **BALLY-COTTON**.

St. RINGIN's Island, one of the **Shetland islands** so called, to the northward of **Scotland**, is 2 miles at N. by W. from the island of **Colsa**. This island is joined to the main or principal island by a small isthmus of sand that is overflowed at some high tides; to the southward of which isthmus, and within the island, is a fair sandy bay, where there is a good road to anchor in from 7 to 9 fathoms. There is also a good road to the northward of the isthmus, in easterly and southerly winds. The two islands of **Great Heora** and **Little Heora** are 2 miles at N. by W. from **St. Ringin's**.

RINGSEND, a point of land so called, on which is a fort, on the larboard side going into **Dublin Harbour**, nearly S. from the small island of **Clantarff**, and little more than a mile below the city. The channel lies close under the fort, and directly forward to the harbour or river within the city.

EL RIO Harbour, at the N. end of the island of **Lancerota**, one of the **Canary Islands**, is a spacious harbour, consisting of a strait which divides it from an uninhabited island called **Graciosa**; that part of **Lancerota** which faces this harbour being an exceeding high

high and steep cliff. The island of Graciosa is on the N. side of the harbour.

RIO GRANDE, is a river of Africa, supposed to be a branch of the Niger, which after running from E. to W. through Negroland, falls into the N. Atlantic or Great Western Ocean, in lat. 11 deg. 10 min. N.

RIO GRANDE, is a river of Terra Firma in South America, which rises almost under the Equator, from whence it runs to the E. and then falls into the N. sea between Carthagena and St. Martha.

RIO GRANDE, is a river of Brazil in South America, which falls into the Sea at Natal los Reyes.

RIO JANEIRO, is a river of South America, which rises in the mountains to the W. of Brazil, and, after crossing that country in an easterly direction, falls into the South Pacific Ocean, nearly under the Tropic of Capricorn; being in lat. 22 deg. 54 min. S. and long. 42 deg. 44 min. W. See JANEIRO.

RIO de VOLTA, is a very rapid river of Africa, on that part of the coast of Guinea called the Gold Coast, which falls into the North Atlantic Ocean about 9 leagues from Acra. See VOLTA.

RIPEN, is a town of Denmark in N. Jutland, having a good harbour, with a castle. The harbour, which has greatly contributed to the prosperity of the city, is at a small distance from it at the mouth of the river Nipsaa, about 18 leagues to the N. W. of Sleswick, and 20 leagues at S. by W. from Wiburg, in lat. 55 deg. 25 min. N. and long. 9 deg. 0 min. E.

RIPLEY's Shoals, on the S. coast of the island of Jamaica in the West-Indies, is to the S. W. of Pelican Point, but the shore trends away at S. by W. half W. to these shoals which lie off the point, and then W. to Cabarito Point, or the E. point of the Old Harbour. These lie to the westward of Port Royal Harbour.

RIPRAPs, is a long sand or bank so called in the narrow part of the English channel, which lies off from Denge Ness, about midway between Dover and the French coast. The N. E. end of it, is about 4 leagues at S. by E. from Dover; and its length is 13 or 14 miles in the direc-

tion of N. N. E. by E. and S. S. W. by W. The depth of water upon it being about 11 or 12 feet. The S. part of it falls away westerly, and the shoalest part is when Dover bears N. and N. by W. being the northernmost end. On both sides of this sand, either to the eastward or westward, there is a depth of from 22 to 24 fathoms. The two floods from the W. and N. meet each other with a great noise and rippling of the water, near the W. end of the Ripraps. This sand is laid down in lat. 51 deg. 53 min. N. and long. 1 deg. 25 min. E.

RIPT Sand is a long rib of sand so named, the breadth of which is not above a gun shot, running out from the W. end off the bank called the English Pole, and stretching to the westward until past Ostend. It is hard sand and good anchor ground; and when Blankenberg bears at S. E. by E. there is 6 fathoms at low water upon it, but this is the deepest part of it, and it is shoaler to the eastward nearer to the English Pole. About a gun shot to the N. of it, the water is deeper, and the ground soft; and also to the S. and S. S. E. about a gun shot over it is a fathom more in depth and soft ground. The shoalest part of the bank is when Heist, which is a high spire steeple, comes to the light-house; from thence in edging towards the bank the water becomes deeper, and ships may run over in 18 feet at half flood, though this is an unsafe course at that state of the tide, on account of the French Pole. See SPLEET.

RIVADEC, a sea port town of Galicia in Spain, the same as Ribadeus already mentioned. See RIBADEUS.

RISHIBUCTU River, is nearly parallel to the N. point of St. John's Island near the coast of Nova Scotia, and on the main land to the westward of it, on the continent of North America. It is on the larboard side, at the N. end of the sound between the island and the main, in the mouth of which are some islands, lying near each shore, with a free and open passage between them into the river.

RITZART Island, at the opening of the channel of Peterburgh at the bottom of the Finland gulf. The N.W. sand, between which is the channel up to

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the city, extends in a spit from the E. end of this island, as the S. E. land does from the point of Crown Slot on the main land. St. Alexander is round the S. W. point of this island on the N. W. shore.

RIVADEC, is a sea port of Spain in Galicia, about 13 leagues to the N. W. of Oviedo, in lat. 43 deg. 38 min. N. and long. 6 deg. 34 min. W.

RIVER Bay, on the N. part of the island of Barbadoes, inclining towards the E. is between Lather Bay and Goat-house Bay.

RIVER Bay, in the straits of Maghellan, is one of the bays, all of which are very good, beyond Cape Shut-up; but Wallis's Bay is the best of them.

RIVILA Cape, in the island of Corsica in the Mediterranean, is about a league and a half due W. from the town of Calvi. It is 9 leagues at N. by E. easterly from some rocks that stretch out a league into the sea from the gulf Genarea to the northward of Mount Rosa.

ROAKE OSTRO, otherwise called **NAVEL Island**, is on the coast of Lapland, and 6 leagues to the southward of Skipper Bay. It is a high island about half a league in length, and behind it is a very good road, into which ships may run from the southward, but cannot enter it from the northward. It is a perfect shelter to ships in all winds.

ROAN River, for which see **HAVRE de GRACE**. To sail up towards Roan from Havre de Grace or New Haven is not easy to be done without a pilot. Go with the tide through the first Travail or Bank, which lies from mid channel in the entrance of the river's mouth, where there is 4 or 5 fathoms water to Honfleur at E. S. E. towards the S. land, and from thence along to the N. side of the river to Quillebeuf, a point that stretches from the S. side into the channel. When a ship is come hither, it has passed through the first Travail. But we cannot recommend it to seamen to attempt this passage without a pilot, unless they be very well acquainted with the river. See **ROUEN**.

ROANOQUE or **ROANOKE Island**, near the coast of South Carolina in North America, and in the county of Albemarle, is in lat. 35 deg. 50 min. N. and long. 76 deg. 0 min. W.

ROANOQUE or **ROANOKE River**, is a river of Virginia in North America,

that rises in the Apalachian mountains in Virginia, and falls into the Ocean in lat. 33 deg. 44 min. N. where it forms a kind of long and narrow bay, called Albemarle Sound, where its mouth is barred, which prevents large ships from passing into the river, but shallops go up as far as to the falls about 60 or 70 miles. See **ALBEMARLE**.

ROANOQUE or **ROANOKE**, the town so called, is a good port at the mouth of Albemarle Sound, where there is a Custom-house with a collector.

ROBADIN Island, is the most westerly of the Hieres Islands on the S. coast of France, to the eastward of Toulon, which is joined to a dry cliff near the main land, so that no ships can sail between them. On this island is a castle, and on the island of Polcoirolla is a church, that island being next to it; and there is a channel through between them, taking care to avoid a blind rock or two that lie close to Polcoirolla.

ROBANDIET Point, is in the island of Noirmouster on the W. coast of France in the bay of Biscay, about S. E. by E. from Belle Island, and E. by S. from the island of Pelier.

ROBBE Gat, is a channel through which ships pass near the Rosine Plat, to sail into the Jetting within the Zuyder Zee to the eastward of the Texel Island, running towards the buoy of the Long Sand between the black and white buoy, leaving the former on the larboard till a ship comes to the beacons on the Nakens. See **LONG Sand** and **NAKENS**.

ROBBEN or **PENGUIN Island**, is near the Cape of Good Hope, and is a barren and sandy island, heretofore also called **CORNELIA Island**; it is about 6 leagues to the S. from Elizabeth's Island, being about 2 leagues in compass, and the land somewhat higher than that of Elizabeth's Island. At the distance of about half a league from it to the eastward lies a great stone, on which the sea breaks furiously. There are soundings in the direction of N. and S. along the W. side of the Island, extending to the northward and southward, from 10 to 20 fathoms, and off the N. E. part of the island is anchorage in 5 fathoms or more; but the island close to the shore, is surrounded with rocks. It is in lat. 33 deg. 50 min. S. and long. 18 deg. 22 min. E.

Bay ROBERT, on the E. coast of Newfoundland

Newfoundland Island near the coast of North America, is separated from Spanish Bay only by a small neck of land, though they are distant by sea round the point 2 miles, at S. by E. southerly, and N. by W. northerly. It is about E. N. E. 3 or 4 miles about the point from Port Grave. The two points of the bay at the entrance lie at N. W. and S. E. and are distant from each other 2 miles and a half; and ships may run fair in, or borrow on which side they please.

ROBERT Bay, is a gulf or bay of the island of Martinico in the West-Indies, being about 2 leagues in depth. It is formed by two points, of which that on the W. is called the Point of the Galleons, and that on the E. is named Point Rose. There are two little islands at the mouth of it, one behind the other, that serve to break off the waves of the bay, and to render this bay the more quiet and secure for shipping. It is certainly one of the finest natural harbours that can well be imagined, and is capable of admitting the largest fleet with such convenience, that the ships may ride near enough to the shore to reach it with a plank.

ROBERT'S Cove, is to the westward of the entrance of Cork Harbour on the S. coast of Ireland, towards Kinsale.

ROBINET'S Rocks, on the N. coast of France, a great ledge of rocks so called at the distance of 2 leagues W. from Cape Frehel.

ROBIN HOOD'S Bay, on the E. coast of Yorkshire, is between Scarborough and Whitby, and is about a mile in breadth. There are great numbers of fishermen here, who procure large quantities of cod and other fish, which they send to York and other inland towns of the country. It is in lat. 54 deg. 25 min. N. and long. 13 min. W. and has high water on full and change days at or soon after 3 o'clock. This bay affords a good road for a S. S. W. and westerly wind, where ships may lie in 7 or 8 fathoms; but it is a very bad situation for easterly winds.

ROBIN HOOD'S Bay, on the E. coast of Newfoundland Island in the North Atlantic Ocean, near the coast of North America, not far from Trinity Harbour, and contiguous to Fox's Island or rather headland without English Harbour and Salmon Cove. Small ships

often ride here, and fish to great advantage.

ROBIN'S Rocks, on the N. coast of France in the English channel, probably the same as Robinets; it is a mark for the Lejon rock, when the westernmost of the Four Robins is on with the house of St. Michael Duvardelet's Island, and the Martinets rock on with St. Brieux's windmill at S. half W. The Bouvillons will be to the northward of a ship in that situation.

ROCA Islands, a cluster of uninhabited islands lying off the N. coast of the province of Venezuela in Terra Firma, about 40 leagues at N. W. by W. from Tortugas. They extend E. and W. about 5 leagues, and in breadth from N. to S. about 3 leagues. The northern island of this little Archipelago is the most remarkable, on account of a high, white, and rocky hill at the W. end of it that may be seen at sea to a great distance. There is a fresh water stream on the S. side of the northern island; but it has a taste resembling alum that renders it very unpleasant. The road for ships is on the S. side near the middle of the island. The rest of the Roca Islands are low; and the next to the northernmost is small, flat, and even, and only produces grass. There are 2 others at about a league from this, and not 200 yards distant from each other, but the channel between them has sufficient depth of water for large ships to pass. The other islands are also low; and there is good riding in many places between the islands but not without, except to the W. or S. W. On the E. and N. E. of these islands the trade wind blows, and makes a great sea; and to the southward there is from 70 to 100 fathoms close under the land. These islands lie in lat. 11 deg. 20 min. N. and long. 66 deg. 30 min. W. They are about 6 or 7 leagues from the island of Orchilla; and from hence to the Aves or Birds Islands is about 10 leagues at W. by N.

Cape ROCACQUE on the coast of Nova Scotia, in North America, is to the N. W. from Cape Chignitou, about 7 or 8 leagues, and on the N. W. coast of the bay of Fundy.

ROCAS Island, in the South Atlantic Ocean, is in lat. 5 deg. 0 min. S. and long. 35 deg. 45 min. W.

ROCH River, on the W. coast of France, is one of the rivers within the

small islands of Hedic and Houat. Morbihan, Bernard, and the Loire, are the others.

Point ROCHE, is the S. point of the River Charente, or river of Rochfort, on the W. coast of France, off which is the small island, called Island Madame; between which is a channel that goes right into the river, but it ebbs dry at low water. The Palie Bank, which is to the southward of the island of Aix, runs off to the N. W. from this point above a league. It is a mark also for sailing into Brouage.

ROCHE Strait, on the S. side of South America, is 120 leagues to the E. of that of Le Maire, and said to be in lat. 35 deg. 5 min. S. It was passed through in 1675 by a captain of that name, in his return from the South Sea to Europe. Whether any such strait exists has not been determined by any of our modern circumnavigators; and as the bearing and distance make the long. to be near 11 deg. less westerly, no such place is laid down in any of our maps or charts, unless it is mistaken for some part of South Georgia, which is nearly in the same latitude, but 17 or 18 deg. of longitude more easterly. If this be admitted, as no account of that voyage has come to the author's knowledge, he can only hazard a conjecture, that it might have been occasioned by the strong westerly currents of the South Pacific Ocean, and to the southward of Cape Horn, at a time when the determination of the longitude was at best uncertain, and liable to numerous errors, which the modern improvements in science, and proportionate accuracy and perfection of instruments have in a great degree succeeded in rectifying.

ROCHE's Tower, off which are the Cow and Calf Rocks, is on the point of the starboard entrance into the haven of Cork, on the S. coast of Ireland, on account of which, as it is also rocky round the point, ships going in must give it a small birth.

ROCHELLE, is a considerable port and trading city of France, on the W. coast, situated in the Bay of Biscay, within the islands of Rhè and Oleron, and about 2 leagues from the S. E. end of the former. To go to it from the coast of the island of Rhè, or the channel between it and Oleron, care must be taken to avoid the Lavardin Bank or shoal, which a ship

will have passed when the S. point of Rochelle Harbour, or Point de Courcil bears directly E. Ships in coming from the northward through the channel called Pertuis Breton, between the island of Rhè and the main, after bringing the mouth of the river between St. Michael and the channel of Lucon right over Point de Isle Aguillon, run with those marks quite through between Point St. Marc on the main land near Rochelle and the S. E. point of the island of Rhè, and so keep clear of the Lavardin. When a ship has rounded the point of the main, on which is a fort, called by the French Che de Bois, or Point of the Wood, it may run in E. if the tide serve, keeping the larboard shore on board, into the channel of Rochelle Harbour. It is in lat. 46 deg. 9 min. N. and long. 1 deg. 10 min. W. and has high water on full and change days at a quarter before four.

ROCHESTER, a town or city of Kent, near Chatham, up the River Medway, considered as a port town, is, with its dependencies, required to raise 134 men for the use of his majesty's navy, in aid of 20,000 to be raised by an act of parliament (1795) throughout Great Britain. It is in lat. 51 deg. 26 min. N. and long. 30 min. E. and has high water on full and change days a quarter before 1 o'clock.

ROCHFORD, on the W. coast of France, is within the island of Oleron, and up the River Charente, about 2 leagues and a half from its mouth. Its harbour is very commodious, and it is one of the stations for the navy of France, being provided with an excellent arsenal that is well supplied with all sorts of naval stores. It is about 8 leagues to the S. from Rochelle. Here is a beautiful dock for building ships, and 3 others for careening and refitting. Large vessels can lie afloat in the harbour at low water, there being never less than within half a foot of 4 fathoms, English; and they are secure from the effects of all hurricanes by their sheltered situation, neither can any bomb vessels be brought near enough to molest them. It is not a little remarkable that the worm so destructive to the bottoms of ships does not bite here. The harbour is protected by a chain of forts on each side of the river; but it is subject to one inconvenience, in common with all harbours that lie on rivers, that the mud

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and sand, which are brought down by the current, form banks near the mouth of the river. The air of this place is, unfortunately, of a very unwholesome nature, and the water very bad.

It was at this port that the project for registering seamen first began in December, 1665, a measure which has always been found of the most important national consequence to France, in all her wars since that time. In the year 1680 they were divided into 3 classes which were to serve alternately, and consisted of 60,000; of these one-third were allotted to the king's ships, another third to the trading vessels, and the remaining third were left at their own disposal. Some similar measure, it has been thought, would long ago have been of the utmost advantage to Great Britain; and by allowing a small annual pension to seamen who thus give in their names, and requiring them to attest where they are to be met with, or on what service they are employed, to entitle them to receive it for the use of themselves or families, a great national benefit would be obtained, in securing immediately a large body of seamen, whenever required, for the use of the royal navy.

Directions have been given under Charante for sailing up to Rochfort, after passing to the southward of the island of Aix; which river at low water ebbs dry for 4 leagues into the land. It is in lat. 46 deg. 3 min. N. and long. 59 min. W. and has high water up at the town on full and change days about a quarter past 4 o'clock.

ROCHFRET Point, to the eastward of St. Maloes, on the N. coast of France, is between Point Mingar on the W. and the Groin of Cancale to the E. or N. E. where the coast turns short to the S. to the Point of Cancale. The Quincats Rocks, which are chains of rocks so called, one within another, lie off Mingar Point; and between Rochfret Point and the Groin of Cancale is a rock called La Foye. There are many windmills on the coast from Rochfret Point to Cancale.

ROCHGAUT Point, is to the southward of Cancale Point on the N. coast of France, and near the bight of the bay of St. Maloes, just at the opening into Cancale Bay.

ROCKBO River, a large river of Asia in China, which rises in the province of

Yunan, from whence it runs S. through the kingdom of Tonquin, and falls into the bay of Cochin China.

Rock Cliff, is one of the cliffs so called on the N. E. coast of Yorkshire, between Whitby and the mouth of the Tees.

ROCK DOVE Rocks, a large ledge of rocks so called, more than a league in length, about 7 leagues at S. S. W. from the island of Guernsey. The rock called Barnue is at E. by S. from them. In the fairway of these rocks and Jersey, there is from 20 to 30 fathoms water.

ROCK Island. See ROCKS.

ROCK Island, an island or rock which has been sometimes seen in the North Atlantic Ocean, in lat. 46 deg. 55 min. N. and long. 13 deg. W. and about 112 leagues from Uthant by the run. It is near the level of the sea, and is about 4 feet high in the trough of the sea, having two points like two sugar-loaves joined, and but few breakers.

ROCK of Lisbon, otherwise called ROXENT Cape, which see.

ROCK River, is a river that comes into the harbour of Port Royal, in the island of Jamaica, near the N. E. part of the bay, to the westward of Rock Fort, and about 4 miles to the E. from the town of Kingston, and the only river in that part of the bay.

ROCKAL, a rock so called to the northward of Ireland, which looks like a hay-rick, in the middle of the ocean, and is in lat. 57 deg. 22 min. N. and long. 10 deg. 35 min. W.

ROCKEN Island, on the S. side of the Isle of Wight, in the English Channel, is a point of land so called, near or at the southern extremity of the island, and about the W. end of that part of the coast called Undercliff.

ROCKINGHAM Bay, on the N. E. coast of New Holland or New South Wales, is terminated by Cape Sandwich on the S. E. and by Dunk Island, on the N. W. It is large, and has the appearance of affording good shelter and anchorage. The Family Islands lie off from this bay, and to the N. of Cape Sandwich. See DUNK Island.

ROCKRO River, a large river of China, which rises in the province of Yunan in Asia, from whence it runs S. from the kingdom of Tonquin, and falls into the bay of Cochin China.

ROCKS, on the N. E. coast of Ireland, called

called the *North* and *South* Rocks, are about a league and a half from Strangford Haven. From the S. end of the S. rock about E. N. E. to the distance of half a league or more into the sea lies a ledge of rocks, and from the N. end another. That called the North Rock is a great range of rocks that stretch N. N. E. at least a league, many of which lie sunk at high water, rendering it dangerous to pass between them and the main. Between the N. and S. rocks there is a fair channel through, with good clean ground, and from 6 to 8 fathoms water. From the S. rock about 2 leagues at N. N. W. is a shoal, to which ships must not come nearer than 8 fathoms; and 5 miles from it in the same direction is a rock called the *Plough*, well known, and to be seen above water at half tide. The *Bureau*, a small island near the shore, is half way between the North Rock and Ballywater; and from the North Rock to Copeland is near 6 leagues at N. by W. or N. N. W. but from the S. Rock half a league more.

ROCKS, on the N. W. coast of America, which extend to the distance of 7 leagues from the land, the extremity of which is in lat. 54 deg. 44 min. N. and long. 162 deg. W.

N. B. There are many other rocks in different parts of the several oceans on the globe; these the mariner will do well to notice, and refer to this place, as he may meet with them, to which no distinct names have been given. We shall notice ONE in the Indian Ocean, in lat. 21 deg. 35 min. S. and long. 39 deg. 10 min. E. and ANOTHER in the same ocean, in lat. 21 deg. 28 min. S. and long. 41 deg. 25 min. E. There are also the **ROCK ISLANDS**, in the West Indian Sea, near the Spanish main, the middle of which is in lat. 11 deg. 50 min. N. and long. 65 deg. 55 min. W. also some **ROCKS ABOVE WATER**, in the same ocean, in lat. 15 deg. 20 min. N. and long. 79 deg. 25 min. W.

ROCKY Bay, on the S. shore of the Straits of Maghellan, is at S. W. by W. from the Bay of Disappointment.

ROCO GRANDE Island, on the coast of the Spanish main in the West Indies, is in lat. 11 deg. 5 min. N. and long. 67 deg. 39 min. W.

RODESTO Point, in the sea of Marmora, is opposite to the island of Marmora, and about 3 leagues distant. It

is a pretty high point, being higher than the other land thereabouts. If the wind is northerly, which it generally is in summer and good weather, ships must be careful not to come too near the point, as it will endanger the masts from the gulls and flaws that come off frequently from the point when the wind is in that direction. The land to the eastward of the point again becomes low and even. The town of its name has a harbour, and the city is seated on the side of a hill about 21 leagues to the S. W. from Constantinople, in lat. 41 deg. 1 min. N. and long. 27 deg. 37 min. E. See **MARMORA**.

RODNEY Point, on the N. W. coast of the continent of North America, is the N. point of Norton Sound, in lat. 64 deg. 30 min. N. and long. 166 deg. 3 min. W. At the distance only of 3 or 4 leagues from it at S. E. half E. is *Sledge Island*, between which island and the continent is anchorage in 7 fathoms. The high land from the point bears away northerly.

RODNEY Point, the N. W. point of the River Thames, on the N. E. coast of the northernmost island of New Zealand, in the South Pacific Ocean, is in lat. 36 deg. 15 min. S. and long. 175 deg. 7 min. E. See **THAMES**.

RODOMONTA River, is in the way between Cayta and Tury rivers on the coast of Brazil in South America. It is of little importance for want of commerce, as well as the *Cafá de Vygia*, *Guroppy*, and *Carara Rivers*, and several other places within the distance of 40 leagues, many of which have very good bays and roads for shipping.

ROBONDA Island, one of the islands which lie before the harbour of Rio Janeiro, on the S. E. coast of Brazil, in South America, which is a good mark for the opening of that bay, at the distance of 2 leagues and a half S. by W. from the entrance at Santa Cruz Fort. It is high and round like a hay-stack, and has two rocky islands to the eastward of it, about 4 miles from land, which will be first met with in coming from Cape Frio.

RODRIQUE Island, is a small island of the Indian Ocean, at E. a little northerly from the island of Mauritius, or island of France, and laid down in lat. 19 deg. 41 min. S. and long. 63 deg. 10 min. E.

RODUGU

RODUGU or **RODUYN**, a part of the coast of Spain so called, to the eastward of Cape St. Vincent's along shore towards Cadiz, at the W. end of which is the haven of the Great Condeat. It is so named from the Red Sand Hills on this part of the coast, which, excepting some little bushes of trees, has no timber; and to know it more particularly, there is at its W. end a white steep land that is clifty, and consisting of reddish earth or chalk. See **GUELVA** and **PALAS**.

ROES Island, otherwise called **HILTY ROES** Island, a small island under the N. shore of the entrance into the bay of Gal- loway, on the W. coast of Ireland, off the mouth of Conichin Bay, and to the northward of the W. part of the island called the Great Arran. On the E. side of this small island, is a larger island called Millan Island, between which and the W. point of that island called Goulin Head, being about a mile over, is a fair channel, and in the middle of it 12 fathoms; which is the fairway of a ship's course up into Conichin Bay, both the sides being foul and rocky.

ROGE Point, on the coast of Norway, is 5 leagues at N. N. E. from the island of Bast. On the E. side of the point is a plain strand, with good anchorage; and here ships that are bound for Soen Water or Copperwick, up to Dram, must take pilots.

ROGOCAM, on the W. coast of Africa, is a negro town situated on the N. side of the river of the same name, which is a small and shallow river about 4 leagues to the southward of the River Benin. On the S. side of this river is the village of Arobo, about 2 leagues and a half from the River Esclavos.

ROGOCAM River, for which see **ROGOCAM**.

ROGUE or **ROUGE** Point, on the N. coast of France, in the English Channel, is a mark for sailing between the Seven Islands and Green Island, this point or La Clarte Church being brought on at S. after which ships must bear away at W. by S. southerly for the fairway between the Marten and Treacle-pots.

ROGUES River, in the river of Hughly, is above the Grand Middle Ground, that lies above the Gillingham Sand. Above the head of this ground in going up, ships may begin to edge over for this river; and when Buffaloes Point bears from a ship about half or even a quarter of a mile

the course for the E. shore will be directly at E. N. E. in from 5 to 7 fathoms; and a clay ground till it is under the shore. Keep this fair aboard until a ship is past the small creek, to avoid the danger of Diamond Point; but the channel is narrow, and requires a fair wind, as there is not room sufficient to turn up.

ROLAND's Table, on the main land of Nova Scotia, in the gulf of St. Lawrence, is a flat mountain that shews itself off to seaward, and appears above several others, and serves to find out the Pierced Island or Rock, above Gaspe Bay. The island of Bonaventura is a league beyond it, and Miscan Island a league from that.

ROLLING Grounds, a road for ships near Harwich, on the coast of Essex, where is good anchorage. See **ANDREW's**, **GOLDERMORE**, **GUNFLEET**, **ROWLING** Grounds, &c.

ROM or **ROEM** Island, is an island of Denmark, on the E. coast of South Jutland, between those of Manoe and Silt. It is about 5 miles in length and half as much in breadth, and contains a few villages.

Cape ROMAN, at the S. E. part of Madagascar Island, in the Indian Ocean, near Port Dauphin, in lat. about 25 deg. S. and long. 46 deg. E. nearly.

Cape ROMAN, on the W. coast of the peninsula of East Florida, and the N. W. point of Chatham Bay, is within the sea called the Gulf of Mexico, in lat. 25 deg. 40 min. N. and long. 82 deg. 25 min. W.

Cape ROMAN or **CARTERET**, on the coast of South Carolina. See **CARTERET**.

Cape de St. ROMAN, on the Spanish main, is in lat. 11 deg. 40 min. N. and long. 69 deg. 5 min. W.

Cape ROMAN, on the W. coast of South America, and on the South Pacific Ocean, is in lat. 48 deg. 20 min. S. and long. 76 deg. 40 min. W.

ROMAN Pot, or **ROOM** Pot, one of the channels into the Zierrick or Zuyrick Zee on the coast of Holland. To go in by this channel, having passed between the buoy on the point of the pole of the Benjaert Sand, leaving it on the larboard side, and the first buoy of the Veer Gat on the starboard, bring Domburg upon the Hoot Sand Hill, which is white, on the island of Walcheren, which hill is some-

something like those called the Woolfacks on the island of Schowen. Keep these in one, until the ship has passed two buoys more, that lie on the larboard side along by the Pole, when another buoy will be seen with a tail on the W. point of the Woolplat over against the third buoy of the Pole. The buoy with a tail must be left on the starboard side, running about by it to the eastward. Two buoys more will be seen upon the Woolplat, having tails also, and may be seen from one another, which must also be left on the starboard, running away to the N. of them at E. S. E. or thereabouts, until the steeple of Konkirk upon the island of Schowen comes even without the point of the land of Schowen. Stand in right with the point, and about it, and then along the shore into Zierrick Zee.

In running towards the point of Schowen, ships must pass between two buoys more; one of these will be on the larboard on the easternmost point of Benjaert, and the other on the starboard, having a tail, on the point of the Polevoot Flat, which lies between Schowen and Orefand. To fail in, observe to leave all the buoys with tails on the starboard side, and all those that are without on the larboard. In the day time the fishermen will venture to run about to the southward of the Polevoot Flat, and leave that buoy with the tail even on the larboard side, borrowing with the lead upon this flat; but ships in so doing must sound quick. But even those most intimately acquainted with the channel, never venture this way by night, but always run by Schowen close along by the shore, which is exceedingly steep. We may therefore properly caution strangers against passing round the Polevoot Flat, and press their attention to the general direction.

Cape ROMANIA, the extreme S. E. point of the peninsula of Malacca, and the N. E. point of the straits of Sincapore, is the opening from the straits, a few small islands excepted, into the Eastern Indian Ocean. It is in lat. 1 deg. 16 min. N. and long. 104 deg. 21 min. E.

Cape ROMANO, is the E. point of Venezuela Gulf, on the N. coast of Terra Firma on the Spanish main, about 8 or 9 leagues from the island of Aruba, and due S. from it.

ROMANO Island, off the N. shore of the island of Cuba in the West Indies, otherwise called ROMANO Cayo, is a long and narrow island at the eastern extremity of the part of the coast called the King's Garden, or Jarden del Rey, from its being strewed thick with little islands. From this island the coast of the main island trends due W. one way, and S. E. by E. the other, to the eastern extremity or Cape Maizi.

ROMEL Point, on the coast of East Greenland, is about half a degree or more to the N. of Cape Sofia, in lat. 66 deg. N. and E. S. E. from Cape Bedford, at the distance of about 4 deg. of long.

ROMEREIROS. See RAMEIROS.

ROMNEY Bay, on the coast of Kent, is to the N. easterly from Dengeness, or Dungeness; in which, thwart of the tower of Romney, is a good road for ships in W. and S. W. winds. To anchor there, run so far into the bay that the point of the Ness may bear W. and W. by S. and there come to anchor in 6 or 7 fathoms. See RUMNEY.

ROMSDALE River, on the coast of Norway, goes in by the island of Luycke, in a channel of from 10 to 18 fathoms water in the fairway. When a ship has passed the island of Luycke, it is necessary to observe that a stone reef runs across the channel almost to the high head of Horrel; there edge off from the island that is on the larboard side, and run close by that high head in about 3 fathoms over the stone reef. Having passed the reef, there is soon a depth of 10, 20, and then from 100 to 200 fathoms, and then keep between the main and the island up to the river. There is also a channel to this river on the N. E. side of Flemfom or Roef Island, the fifth and last of the five large islands to the northward of Broad Sound, called the Channel of Nogueford, which goes in S. E. and the rocks which lie between Flemfom and Boe Point, are called Romsdale Scars. Among them, about E. from the N. end of Flemfom, is Lever Island, on either side of which ships may pass either in or out of this river.

ROMSDALE Scars, are rocks so called. See Romsdale River.

RONCADORES Islands, one of the clusters of Islands, on the coast of Honduras, between Cape Gracias a Dios, in lat. 15 deg. N. to Veragua River, in 10 deg. 5 min.

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min. N. They lie due S. from the Pearl Islands, which are to the E. of the cape.

South RONALDSHA, one of the Orkney Islands to the N. of Scotland, between which and Burra is a good channel. There is also another broad sound between the islands of Hoy, Flota, and this island. The N. of the Orkney Islands, or Ronaldsha, is in lat. 59 deg. 22 min. N. and long. 2 deg. 35 min. W. and has high water on full and change days at half past 10 o'clock.

RONCADERE Island, on the coast of Mexico, within the gulf, is in lat. 13 deg. 30 min. N. and long. 78 deg. 53 min. W.

RONCAU Town, in the island of Dominica in the West Indies, is in lat. 15 deg. 18 min. N. and long. 61 deg. 25 min. W.

RONGUFOULA River, in the River Hughly in the East Indies, opposite to the channel of the Gillingam Sand, which begins about a mile and a half below Jessore River. This channel lies close aboard of the main between the eastern shore and the sand, and has no danger at all with the flood, if a ship be not spewed off from it, as it must not be left until a ship has passed this river, which lies in the bight about half way between Jessore River and the river of Culpe; but as soon as a ship is below this river, the middle of the grove on Buffaloes Point will bear N. N. W. for which a ship must then steer, and anchor there. See *BUFFALOES* Point.

ROOD Bay, on the coast of East Greenland in the northern ocean, is in lat. 79 deg. 53 min. N. and long. 14 deg. 0 min. E.

ROOD Hook, or *RED* Point, the S. point of the River Amazonas on the coast of Brazil.

ROODEN Burgh, the Dutch name for Monte Vermelhas, or Red Hill, on the coast of Brazil, between Cape Cors and the Great Salinas or Salt Bay, and nearly at midway. It is a high mountain like a sugar-loaf, standing near the strand, and may be seen at sea to the distance of 15 leagues, which renders it an excellent mark for knowing the coast by. As soon as a ship has made this mountain, it should stand in right for the shore till it shoals into 6 fathoms, but no nearer, on account of a reef of sand with several funken rocks upon it, stretching out into the sea at E. by N. from the point; but there is no occasion for fear, if the lead be kept going. It is 11

leagues from this point to the harbour of the Great Salinas upon land, but may be deemed 13 leagues by sea. There is from 5 to 7 fathoms all the way along the coast to the mouth of that port.

ROOF Island. See *FLEMSOM*.

Sir G. Rook's Island, in the Eastern Indian Ocean, is about 8 leagues from E. to W. and 5 leagues from N. to S. and is in lat. 5 deg. 58 min. S. and long. 147 deg. 48 min. E. This and many others are met with on the N. E. side of New Guinea.

ROOM POT, or *ROMAN* POT Channel, for which see *ROMAN* POT.

St. ROPOLLO, is a village at the bottom of the small bay to the northward of Cape Fin, which is 8 leagues at E. S. E. from the head of the mole of Genoa on the coast of Italy, and N. shore of the Mediterranean Sea. There is good anchoring just before the village; and the bay will be known at a great distance by a high mountain, that looks off at sea like an island, but on coming nearer shews itself to be a part of the main.

Cape ROQUE, *ROXENT*, or *ROCK* of Lisbon, a noted promontory which is usually first made by ships out of the ocean, in approaching the coast of Portugal. See *ROXENT*.

Cape ROQUE, on the coast of Brazil in South America, is in lat. 5 deg. 0 min. S. and long. 35 deg. 40 min. W.

Island ROQUEPIZ, in the Indian Ocean, is in lat. 9 deg. 51 min. S. and long. 64 deg. 30 min. E.

Rosa Bay, a bay of Louisiana, on the N. shore of the gulf of Mexico, which is sheltered by a very long island of the same name, extending westward to the bay of Pensacola. The channel between the island and the continent is sufficiently wide for ships to pass from one of those bays to the other. The tides here are more regular than in other parts of the gulf, and the tide flows regularly every 12 hours; and the bay is situated at the E. end of the island. The lat. is 33 deg. 32 min. N. and long. 86 deg. 42 min. W.

Rosa Island, which lies along shore between the bays of St. Rosa on the E. and of Pensacola on the W. is above 20 miles long from E. to W. and scarce 3 in breadth in any part of it; but it is well watered and abounds with game. The channel within the island is from 1 to 2 miles in breadth, and near the opening into the bay has 16, 20, and 24 feet wa-

ter; but this depth increases in the bay to 30 and 35 feet.

Bajo, or *Baxos de St. Rosa*, a group or cluster of rocks so called in the Eastern Indian Ocean, the N. side of which is in lat. 13 deg. N. and extends from long. 141 deg. 30 min. to 142 deg. 30 min. E. A small rocky island is to the N. W. of them, in lat. 13 deg. 30 min. N.

Rosa Bay, on the coast of the island of Sardinia, is to the eastward of the island of Palma de Sall, close to which is the rock *Vaca*, about 3 leagues to the W. from Cape Tolar, the W. point of the bay, and the S. point of the whole island. The island, which lies before the mouth of the river that comes in here, is about 2 leagues to the N. E. of this cape, and there is very deep water in the bay.

Rosa Island, at the mouth of the river of Rosa or Rousse, at the S. part of the island of Sardinia in the Mediterranean Sea, is a pretty large but a stony and flat island. The rocks are of a reddish colour, and the bay to the westward of it, of the same name, is good, and a fair sandy bay, with from 10 to 23 fathoms. There is anchorage any where, but the nearer the island the deeper, though there is not above 10 or 12 fathoms. Ships may run into it to the eastward in any thick weather, or in the night, being a good and fair harbour, and there is nothing to fear but the shore.

Mount Rosa, in the island of Corsica in the Mediterranean Sea, is 6 leagues at N. W. by N. from the gulf of Talabo, the gulf of Ajaccio lying between them. The islands called *Sagonara* are about a league to the W. of this mountain; between which and the main there is a good channel. The gulf of Genarea is to the N. of this mountain.

Point Rosa, on the N. coast of the island of Corsica, is 12 leagues at W. S. W. from Cape Corse, and 6 leagues due W. from St. Fiorenzo.

ROSCANVAL Point, within the harbour of Brest, is on the W. shore of the harbour, or the E. coast of the peninsula to the northward of Quelerne and Camaret Road, and to the southward of the church of St. Sebastian.

ROSCHILD, is a town of Denmark in the island of Zealand, situated at the bottom of a small bay, about 5 leagues to the W. from Copenhagen, in lat. 55 deg. 40 min. N. and long. 12 deg. 10 min. E.

Roscow, is a town on the N. coast of France within the island of Bas, to which ships may sail on either side of that island. To sail in by the eastern channel, pass the rock with the saddle called *La Tau-reau*, and come in by the land between the E. point of the island and the point of the main land over against it; then steer away in the middle of the channel, which has a depth of between 7 and 8 fathoms. Being come within the point of the island, run in about it at W. by N. and W. till the ship is about half way within the island, and there anchor in 8 or 9 fathoms, *Roscow* bearing at S. or S. by E. In sailing thither by the western channel, two rocks must be observed to the westward of the island Bas; and a little to the eastward of the easternmost long rock, a ledge lies off from the point of the main land that forms the W. side of this channel. Run in at S. E. between that ledge and the W. point of the island, and then edge up to the N. E. to the middle of the island, and anchor in the same situation as already mentioned in coming in by the E. channel.

Bay de ROSE, on the coast of Spain in the Mediterranean, on the W. shore of the gulf of Lyons, is between Cape de Creaux on the N. and Cape St. Sebastian on the S. but more immediately may be considered as the bay or gulf to the southward of the fort of Rosa, where is anchorage in any depth from 18 to 3 fathoms, as ships are nearer to or farther from the shore. The river of Emporia comes into the S. W. part of the bay, and Castillon is near the laguna or lake to the westward of Rosa, in the N. W. part of the bay. See *ROSES*.

ROSE and *CROWN*, are banks or shoals so called, and distinguished into the *New* and *Old*, between which is a channel, off the coast of New England in North America. They extend to seaward for 15 leagues in length and about 6 in breadth, and lie at N. and N. E. from Nantucket Island. The *New Rose* and *Crown* is monstrously steep and uneven, and ships should never come nearer to it than 70 fathoms; and in the fairway to go without all the sands from Boston Harbour between St. George's Bank and these sands, there will be 100 fathoms, and sometimes no ground with 200 fathoms. To go without all the sands, supposing a ship to be 10 leagues to the N. of Cape Cod, the course is S. E.

E. into lat. 41 deg. N. and then due S. to lat. 40 deg. or 39 deg. 10 min. and afterwards due W. and W. N. W. into Block Island Channel, and then N. W. by N. to the E. point of Long Island. The channel between the New and Old Rose and Crown will be had when a ship comes into 40 fathoms, which soon shoals to 20, then to 10, and at last to 4 fathoms. In one place there is only 2 fathoms, so that ships cannot pass through it without great difficulty.

ROSEAU, is the principal place of the island of Dominica in the West Indies, on the S. W. part of the island, and on the N. side of a bay, opposite to which is Charlestown.

ROSEL Haven, is near the N. E. angle of the island of Jersey in the English Channel, or bay of St. Maloes, at the mouth of a small stream.

Tour de ROSEL, or Tower of ROSEL, is to the northward westerly from the haven of Rosel, at the N. E. point of the island of Jersey in the English Channel.

ROSEBURG Island, from the E. end of which there runs out a tail that ships may go within when they sail up the Maes above the Briell on the coast of Holland. Besides the 6 buoys of the northern channel of the Maes, the last of which is against the Polder, to come before the Briell 2 more buoys must be left on the larboard side; of these the first is the easternmost buoy of the Polder, and the second is the buoy upon the Crab, which lies off from this island of Roseburgh until past the Briell or Brill.

ROSES, a fortified town of Catalonia in Spain, having a good harbour on a bay of the Mediterranean, about 21 leagues to the N. from Barcelona, in lat. 42 deg. 30 min. N. and long. 2 deg. 53 min. E. It is the same as Rosa mentioned already, which see under *Bay de ROSE*.

ROSE Sand, a bank which lies off Saltfleet and Wilgrip on the coast of Lincolnshire, nearly in the fairway from Cromer, on the coast of Norfolk, across the Well towards the Spurn. In this course ships should be careful to counteract the indraught of the flood-tide which sets into the deeps, and may draw them to the westward without much attention, and horse them upon this sand of the Rose. It is a broad sand, and is nearly adjoining to the southward of the sand called Sand Hail.

ROSETTO, is a city of Egypt on the coast of Africa, towards the S. E. part of the shore of the Mediterranean, having a harbour near the mouth of the western channel of the Nile. It is about 100 miles to the N. W. from Cairo, and 25 to the W. from Alexandria. There is a bar across the mouth of this opening of the Nile, which prevents ships of burden from getting up to the town, so that they are obliged to unload below, and send up their lading in boats. From Cape Brule to the eastward to this port is about 9 or 10 leagues at W. S. W. the land towards Rosetto falling away so very flat and low as to be almost even with the water. It is shoal off into the sea, for ships must come into 10 fathoms before they can see the land; nor can it be seen even within 3 leagues of it, but the vessels will be discovered in the road before the land will appear at so small a distance. It lies even to the sea, as does Damietta at the mouth of the eastern channel of the Nile; and is situated on an outer point of land, and not immediately on the very banks of the Nile, though not far from it. There are four or five high towers or turrets in Rosetto, and a castle on that part of it next to the Nile, which runs with a great arm very nearly by it, and brings down black water into the sea. These are sufficient marks whereby to know the place. There is a good road before the city, but it is a bad place for ships in westerly winds, being worse than at Damietta. Moody or Madi Bay is to the S. of it, where another stream or branch of the Nile comes in, to which ships run in behind an island when they find the road of Rosetto uncomfortable. Cape Becur is 4 leagues to the S. of Rosetto. The lat. is 31 deg. 25 min. N. and long. 31 deg. 0 min. E.

Port ROSEWAY, on the E. coast of North America, is in lat. 43 deg. 40 min. N. and long. 63 deg. 17 min. W. and has 13 deg. 24 min. of westerly variation of the compass. See CAMPBELL.

Cape ROSIERES, on the coast of Nova Scotia or New Brunswick, is situated on the gulf of St. Lawrence, and is generally deemed the S. limit or opening of the river of St. Lawrence; from whence it is 30 leagues across to the N. shore, measuring by the W. end of the island of Anticosti. To the S. of this cape are the bay and port of Gaspe or Gaspere.

chepe. It is in lat. 48 deg. 55 min. N. and long. 63 deg. 40 min. W.

ROSINE Plat, a land so called at the going into the Zuyder Zee by the West-erboom Gat or Channel, and through the Robbe Gat into the Jetting.

ROSSA or **ROSSE** is a sea port of Ireland in the county of Cork, situated on a bay of the ocean about 7 leagues to the S. W. from Kinsale, in lat. 51 deg. 32 min. N. and long. 8 deg. 58 min. W. It is also about 2 leagues to the N. E. from Castlehaven.

ROSSNESS Point, in the Orkney Islands, close to which is one of the channels into the harbour of Cairnton in the principal island of Pomona or Kirkwal. In this passage, leave Lamholm Island on the larboard side, and keep the Island Pomona on board until a ship come into Cairfound.

Cape ROSSA, on the N. coast of Africa, is about 2 leagues to the W. of the island of Tabarca, which is situated in a bay within gun shot of the main land of Africa off Cape Bona.

Castle ROSSA, near the coast of Asia, is opposite to the Island of Rhodes, and situated in a small island with a castle upon it at the bottom of a bay, between which and the sea side are some houses where ships may procure water. There is also a very good road, equal to a haven, behind the island between it and the main, secured from all winds. From Cape Tranquil on the E. end of Rhodes to this castle the course is E. by N. 29 leagues.

ROSSE or **Ross Bay**, on the S. coast of Ireland. See **ROSS**.

Port ROSSIGNOL, on the coast of Nova Scotia, is one of the numerous ports or harbours to the S. W. of Port de L'Heve, towards Port Mouton and on to Cape Negro in the direction of the coast.

ROSTOCK, is a free imperial city and hanse town of Germany, situated on the River Warnæ, in a bay of the Baltic, at the distance of 9 leagues E. from Wismar, in lat. 54 deg. 16 min. N. and long. 12 deg. 28 min. E.

ROSTRA Cape, on the S. coast of Africa, otherwise called Cape Rostro de Pedra, is the S. W. point of a bay called Walvisch Bay, in lat. 23 deg. S. from which a bad shoal runs off to seaward that renders it hazardous to come near the coast.

ROTA is a small town and castle of

Andalusia in Spain, situated on the sea coast at the entrance of the Bay of Cadiz, about 8 miles to the N. of that city. It stands on the point of land on the larboard side going into the Bay of Bulls, on the W. side of which are rocky sands to a league or more distance from the shore, and nearly as much to the southward is the Laja Bank. To go round the point to the eastward, which affords a good shelter for winds from the N. W. to the N. E. give that point a birth of a league or more, as the water is shoal without the bank or sand of at least one-third of the channel over, and when the point comes on at N. W. or the fort to the E. of it at N. ships may stand northward and anchor before the fort about 2 miles from shore. It is in lat. 36 deg. 24 min. N. and long. 6 deg. 16 min. W.

ROTA Island, frequently called Sapan or Saypan, one of the Ladrões Islands in the eastern Indian Ocean, to the N. E. of Guam, in lat. about 14 deg. 30 min. N. See **SAPAN**.

ROTENEUF Point, is the W. cape of a small bay between St. Maloes and Cancale, to the eastward of which is the long and narrow island of Binard, that admits of an entrance both at the E. and W. end into a sound or bay, and having on its N. side 2 islands which stand off from shore. Fort la Varde, one of the 3 batteries between Cancale and St. Maloes causeway, defends the creek of Roteneuf, and crosses its fire with that of the Island La Conchee.

ROTES Island, otherwise called the Island of Rats, on the S. coast of Africa, is at the S. end of the Island of St. Thomas near the Equinoctial, from the E. end of which there runs off a small reef; and to the eastward of the main island is a cluster of rocks above water, called the Irmaoes, between which and the reef is a very good road in from 25 to 30 fathoms and a hard sand. To anchor in the road of Rotes, bring a great tree that will be seen upon the island, and the S. W. point, to bear southerly, when a ship will be in the best of the ground.

ROTHER River, on the coast of Suffex, is on the E. side of Rye, which, with the sea to the W. and S. forms a peninsula. It is a small æstuary, and forms the harbour of Rye, and is also the boundary of Suffex and Kent. See **RYE**.

ROTHSAY, the principal town of the Island of Bute in Scotland, is very well situated

situated for trade, and has a good harbour. It has an excellent pier, which forms the port, and affords shelter to ships; and is in lat. 55 deg. 50 min. N. and long. 5 deg. 17 min. W. By an act of parliament (1795) for procuring 20,000 men for the use of his majesty's navy, this port is required to raise 168 men. It is on the S. W. coast of Scotland, and forms one of the boundaries to the Frith of Clyde on the N. of Arran Island, nearly opposite the entrance into the Clyde.

ROTTE Island, or **ROTTO**, a small island near the S. E. end of Timor Island in the eastern Indian Ocean, between which and Semau Island, which is in lat. 10 deg. 15 min. S. is a passage or channel that has 2 small islands at the W. end, one of them being near the shore of the Island of Rotte, and the other off the S. W. point of Semau; this channel is nevertheless good and broad, being 2 leagues across. It is in lat. 11 deg. 25 min. S. and long. 123 deg. 40 min. E.

ROTTEN Sea, on the E. side of the isthmus of Precop, communicating with the Black Sea by means of a deep ditch to the W. lined with stone, and filled with water from both seas, being passed over by means of a draw-bridge.

ROTTERDAM, is a large and handsome town of Holland, having one of the finest harbours in the Netherlands, which renders it a place of good trade. Indeed the whole city may be called a harbour, as there are so many fine and deep canals that the largest ships may unload at the very doors of the magazines. British merchants used to frequent this port more than Amsterdam, because the ice goes away sooner, and a single tide in 2 or 3 hours will carry a vessel out into the open sea. It is situated on the River Maes, and is about 13 miles S. E. from the Hague, and 10 leagues at S. S. E. from Amsterdam.

Under the article of *Old MAES*, we have given an account for going up as far as to Scheidam; and to go up to Rotterdam, run along by the N. shore until Overfchy and the house of Spain come one in the other, and then or a little sooner edge over to the S. shore, and run along by it, or bring the steeple of Vleardengen, when a ship has passed the head of Scheidam, over the third house upon the head of Scheidam. Keep them so until the mill and head-Charlois, where-

on stands a little wood come one in the other, when a ship will leave on the larboard side a small shoal which is about half way between Scheidam and Delft Haven; then run along to the southward of the shoal that lies before the haven. There is not above 7 feet at low water on the flat which is left on the larboard side, and but 2 or 3 feet on that before the haven. A hill will then come on with the head of Charlois, and with these marks run on till a ship is thwart of the new head of Rotterdam, when it may sail towards the town and close along by it betwixt the town and the flat and come to an anchor. The city stands on the N. branch of the river, called the Merue. On the E. side of the city they have a large basin and dock for building and launching vessels employed in the service of the Admiralty and the East India Company. It is in lat. 51 deg. 56 min. N. and long. 40 deg. 28 min. E. and has high water on full and change days at a quarter before 4 o'clock, or perhaps sooner.

ROTTERDAM Island in the South Pacific Ocean, in lat. 20 deg. 16 min. S. and long. 174 deg. 30 min. W. for which see **ANNAMOOKA**.

ROTTUM Island on the coast of Germany, is 4 leagues to the E. from Schiermoncoo Island, and between them is a small island called the Bosels. It is a flat strand, and at the spring tides is often under water, though it is but just covered. Rottum has high and steep land about the W. end, but the rest is flat with some little sand hills, and is about a league and a half in length from W. by S. to E. by N.; having on its E. end two beacons, but no light-house, unless one has been lately erected, as was originally designed. It contains very few houses and has scarcely any inhabitants. Borkum is about 2 leagues at N. E. by E. the W. channel of the Ems being between them.

ROUEN, on the River Seine or Scyne, in the N. part of France, is a city of 7 miles in circumference, to which, by the rising of the tides, vessels of 200 tons can come up to the quay, the walk upon it being exceedingly pleasant. The bridge here is a very great curiosity, being 450 yards in length, and supported by boats, so that it is higher or lower according to the elevation of the tides; and it is of sufficient breadth to admit ways for foot passengers on each side, with benches to sit

fit upon, and of strength to admit the passing of coaches over it, at any hour of the day or night. It is frequently known to the English by the name of **ROAN**, which see, and is in lat. 49 deg. 27 min. N. and long. 1 deg. 5 min. W. and it has high water on full and change days at a quarter past 1 o'clock.

Ance ROUGE, or **RED CREEK**, in the Island of St. Lucia in the West Indies, is on the W. side, and the next creek or cove to the southward of the Grand Cul de Sac.

Cape ROUGE, on the W. coast of Africa, is in lat. 12 deg. 15 min. N. and long. 16 deg. 25 min. W.

ROUGE Chapeau, or **RED HAT**, on the coast of North America, is in lat. 46 deg. 51 min. N. and long. 55 deg. 26 min. W.

ROUGES River, on the E. coast of Africa, on the Indian Ocean, is in lat. 2 deg. 2 min. S. and long. 44 deg. 25 min. E.

ROUGH Island is at E. and E. by S. from Abo, at the N. W. extremity of the Gulf of Finland in the Baltic Sea.

ROUGH Point, to the E. of Dajou or Tagou on the W. coast of Africa, is so called because it is craggy and full of rocks and bushes. The road is chiefly used by fishermen. Amissen or Milleren corner is to the westward towards Cormantine which is distant 5 leagues at W. by S. from Tagou.

ROUGIN Island, or *Pulo ROUGIN*, off the coast of Sumatra Island, is 45 leagues at N. W. by N. with Bencoulen, towards which a dangerous reef of rocks under water shoots out from a cape near the town of Single de Moon strait into the sea near a mile.

ROVIGNO, at the bottom of the Gulf of Venice or Adriatic Sea in the Mediterranean, is 25 leagues at E. S. E. from Venice across the bottom of the gulf. It has two very good harbours, but chiefly made so by some small islands that lie before the mouth of it, on one of which stands a long pole like a mast. Leave that island in passing through to the westward. There are some rocks in passing through between Rovigno and Parenza that must be carefully avoided, as many ships have miscarried by being cast on them. The port lies in at E. N. E.; and it is known off at sea by the great mountain of Caldero, which is so high that it can be seen within 10 leagues of Malamoco on the one hand, as the tower of St.

Mark at Venice can be observed on the other, lying E. by S. and W. by N. from one another. It is a populous town belonging to Istria, which, as well as its two harbours has some excellent quarries of fine stone, and it is situated on a peninsula of the western coast, about 8 miles to the S. of Parenzo, and 32 to the S. of Cape Istria, in lat. 45 deg. 16 min. N. and long. 14 deg. 2 min. E.

ROVIGO, is a town of Italy, situated on the River Adigesto, 7 leagues to the S. from Padua, and 12 to the S. W. from Venice, being in lat. 45 deg. 38 min. N. and long. 12 deg. 14 min. E.

ROUND Bay, on the W. side of the Island of St. Lucia in the West Indies, is a very fine bay, and has good anchorage. Whether this is the same as Choqueba to the northward of Carenage Bay, or for the bay between Point Chimatchim and Ance Rouge, which latter is of a semicircular form, we cannot positively determine; but as it is on the leeward side of the island, it is therefore the more convenient for the purposes of navigation.

Cape ROUND, on the coast of Labrador in North America, is the S. point of a bay, of which the projecting capes or headlands bear N. by E. and S. by W. and in long. 52 deg. 35 min. W.

ROUND or RUNEN Island, in the Gulf of Riga, is N. by W. westerly from Riga distant 14 leagues, round which ships may run any where, if they do not come nearer than into 6 fathoms. The W. side of this island in particular is foul and rocky ground, and there is a little flat about half a league at S. S. E. from the S. point, on which is not above one fathom water; but if a ship takes the soundings of the shore in 6 fathoms it may run safely within this island, or if it keeps without in 8 or 9 fathoms, there will be no danger on that side. Having passed this island and shoal, the fairway of the course either to Riga one way or to Domes Neß the other, will have 23 or 24 fathoms.

ROUND Island, a small island so called, and the most westerly of the two between St. Lucia and St. Nicholas Islands, among the Cape Verd Islands, in the North Atlantic Ocean. See **LUCIA** and **NICHOLAS**.

ROUND Island near the E. part of the Malacca Straits, in the East Indies, contiguous to the Oyster Islands. We have only to recommend to seamen to avoid the breakers between the Oyster Islands and Round

Round Island, which are still more dangerous among the Oyster Islands, and a single rock that is visible about half a mile to the W. of them; and run on eastward till Lingen bears at S. E. by S. distant 7 leagues.

ROUND Island, is an island so named by our circumnavigators, about 7 miles from the main continent or N. W. coast of North America, and is in lat. 58 deg. 37 min. N. and long. 159 deg. 54 min. W.

ROUND Rock, a small island of those called the Virgin Islands in the West Indies, situated a little to the N. of Ginger Island, and to the S. of the cluster of rocks called the Fallen City, or Old Jerusalem, in lat. 18 deg. 10 min. N. long. 62 deg. 53 min. W.

ROUND STONE Bay, on the W. coast of Ireland, is within the point of land called Slyne Head, at E. S. E. at the mouth of a river, in the course from thence towards Galloway Bay. The E. point is the extreme W. point of a long and narrow peninsula, by which this bay is formed into several branches within the point, about N. by W. from the most westerly point of the Great Arran or Killybeg Island, the S. limit or entrance to Galloway Bay.

ROUSSAC Island, near the coast of the Island of Sardinia in the Mediterranean, on the S. shore, already mentioned under Rosa. See ROSA Island.

Cape ROUSSO, on the W. coast of the Island of Corsica in the Mediterranean, has been already noticed under Point Rosa. See POINT ROSA.

ROUSSILLON, a district or province along the coast of the Mediterranean, in which are the ports of Colioure, Port Vendre, and Port Bellegrade. Perpignan, about 2 leagues from the mouth of the River Tet, is situated in a plain, and is the capital.

ROUXELLA Promontory, on the coast of Norway, to the northward of Bergen, is remarkable on account of the following circumstance. It has been observed, that the compass needle, after passing this promontory, has turned back half an inch from its ordinary direction, and continued so on the coast northward for 2 or 3 days sail, and that, on approaching the N. Cape of Lapland, it has again recovered its former power. This change is deemed a sure indication that a ship is not far from the N. Cape.

ROWLING Grounds or ROLLING

Grounds, between the Gunfleet sand off the coast of Essex and the Port of Harwich, is a safe road and has good anchorage in from 3 to 4 fathoms, at low water. The best place for anchorage is to bring Harwich windmill 2 sails breadth open of Harwich cliffs. Supposing a ship to be off the Gunfleet buoy, it must run into the gat way until the lights of Harwich come N. by W. half W. or Bawdsey Church near the W. end of Bawdsey cliff, and well open of Felster Cliff, which then will bear at N. half E. In this direction run about 2 miles, between the Holidays and Stonebanks which are near a mile asunder, and but 9 feet water between them, until Harwich little light comes on with the chancel end of Harwich Church, at N. N. W. westerly. On these marks a ship may run into the Rowling Grounds, until Languard Fort bears nearly N. N. E. half E. when it may anchor at pleasure in the depth as mentioned above.

If ships are disposed to go into the Rowling Grounds round the W. rocks, which is much the safest way, from the Gunfleet Buoy, run away at N. by E. half E. or N. half E. with Bawdsey Church on the little wood, along by the W. rocks, that are almost dry in from 7 to 9 fathoms for the buoy of Ruff which is red, and is rather more than 2 leagues at N. by E. half E. from the Gunfleet Buoy. When the lights of Harwich come well open at N. W. by N. if in the night, or Harwich Church is brought between the fort and Brewhouse, a ship may run on these marks till the S. W. land, or Cork land, is nearly open and shut with the Naze land at S. W. half S. or Orford Church and Castle just open of Bawdsey Cliff at N. N. E. half E. This course will run a ship safe by the Cork Ledge which lies off from the N. E. end of the Cork Sand, and has only from 8 to 10 fathoms water on it; and it will also conduct a ship clear without the Platters, that are about a mile at W. S. W. half S. from Languard Fort. Continue on with the S. W. or Cork Land, and Orford Church and castle, as described, till the little light comes on the chancel end, and so run into this road of the Rowling Grounds. Or a ship, after running in with the lights till the fort comes at N. N. E. half E. may run out directly at W. by S. half S. or a point more southerly into the road, and anchor as before.

ROWSAY Island is one of the small islands

islands of the Orkneys to the northward of Scotland, which will be known and distinguished by these circumstances. This island with Wire and Egletha, form what is called Wire Sound, and make a good road for ships; and there is a narrow channel to sail out at the N. end of the sound between Rowfay Island and a little island called Scokneholm, where there is 4 fathoms at low water, keeping in the middle between them. The best channel, however, is to go out at the South end of Egletha, and to sail out at Westra Frith between the islands of Westra and Rowfay, but so as to keep nearest to Rowfay, because of some sunken rocks that lie about 2 miles off from Crokirk on Westra. Rowfay Island appears to be on the W. side, between the W. end of the island of Pomona on its S. and the island of Westra on the N. being smaller than either of them, but larger than those to the eastward within the sound.

ROXBOROUGH, is a town of Massachusetts on the coast of North America in New England, situated at the bottom of a shallow bay, without any harbour, but well watered. The river Smelt runs through it, and the river Stony a few miles to the N. of it. The lat. is 42 deg. 36 min. N. and long. 70 deg. 30 min. W.

ROXENT Cape, to the N. of the opening of the Tagus or Lisbon river, is on the coast of Portugal, on the North Atlantic Ocean. It is a remarkable mountain and headland, at the distance of nearly 8 leagues to the W. of Lisbon, and is about 13 leagues at S. by E. or S. S. E. from the Burlings, but 15 leagues at S. from Cape Filicron on the main within the Burlings. There is a sunken rock about half a league at S.S.W. half W. from Cape Roxent, on which there is not more than 7 feet at low water, though there is 17 and 18 fathoms all round it. The cape or rock is a point of land that may be known very readily to a great distance, because the sharp hummock of the abbey of Syntra may always be seen. The road of Cascais is about a league to the eastward of the cape or rock, where ships may lie landlocked for a N. W. a N. or a N. E. wind, in 12 or 13 fathoms as deep or as shoal as may be agreeable. Its lat. is 38 deg. 45 min. N. and long. 9 deg. 35 min. W.

ROXINGPALE, one of the loading ports in Romklale River on the coast of Norway, in that branch or river which falls in from the S. E.

Cape Roxo, on the W. coast of Africa, is to the southward of Cape Mary, which is situated in lat. 11 deg. 42 min. N. and long. 14 deg. 33 min. W. The ground is very changeable on this part of the coast, and becomes whiter as ships advance to the southward; being a reddish sand near Cape St. Mary, but grey 2 or 3 leagues more S. and about Cape Roxo it is a fine white sand that is fit for hour glasses. The coast between these capes is very low, and is covered with trees and white sand. To sail towards Cape Roxo from Cape St. Mary, keep along the shore in 5 fathoms and sandy ground as far as to the shoal of St. Pedro, where there is only 4 fathoms and muddy ground; but there is afterwards 5 fathoms as far as to the river Casanance, though within 3 fathoms depth off the shore it is very red sand. About 3 leagues to the northward from Cape Roxo, thwart off from a steep cliffy point, the ground is so clammy and stiff for about a musquet shot from shore, that the lead can scarcely be drawn out, and there is but 2 fathoms water. Sailing in 5 fathoms thwart from Cape Roxo, if a ship is bound to Katchee, run S. E. to the Tabula shoal, steering a point more southerly if it be flood, where there will be from 4 to 5 fathoms. On the E. side of the land that comes from Cape Roxo stands a high tree called Arbor de Casticuis; and to go from Cape Roxo to the S. side of the Los Illgetos, go first to the southward into 6 or 7 fathoms, the ground slimy and soft.

Cape Roxo, near the S. W. part of the island of Porto Rico in the West-Indies, is due S. from Cape Rincon, in lat. 18 deg. 11 min. N. and long. 67 deg. 53 min. W.

Rio Roxo, or Roxo River, on the N. W. part of the coast of Spain, is 2 leagues at S. E. from Mouros, the entrance into it being by the island of Salure, and on the N. point of the entrance is the town of Villa Nova. To go in there, run about without the rocks that lie to the southward of the Mores or Mouros, and go in at S. E. by E. until a ship comes before the haven. A great many rocks will then be seen lying off from

from the N. land, almost to the great rock or island of Salure. Between these rocks that lie out there and this island, ships may safely run through about to the northward of the island. This channel is rendered very narrow by the rocks which lie off from the N. land, therefore ships would do better to sail about to the southward of the same island pretty close along by it, leaving it on the larboard side till the sound comes open, and then run in, keeping the middle of the channel to the Island Roxo in the midst of the haven. When a ship comes near to this island it may anchor under the S. land; there are 2 sand bays, where there is good anchor ground. About 2 leagues to the S. W. from Rio Roxo is a sunken rock that is very dangerous for a ship to run upon, and requires that a ship should nicely estimate its distance from the land. Porto Verde, or the island Blydones is about 4 leagues and a half at S. E. by E. from this river, or from the island of Salure; and between them is an island called Monte Carbala, within which is a depth of 3 fathoms, but nearer the shore it is very foul all the way from the S. entrance of Rio Roxo to Porto Verde.

ROYAL Bay, at the N. part of the island of Antigua in the West Indies, is a little to the E. southerly from Boon's Point, the most northerly point of the island, situated between Humphrey's Bay on the W. and Hughes's Bay on the E. All these are to the W. of the little round island called Prickle Pear, and of the sand also that runs out due W. from it; and at a small distance from land is from 4 to 6 fathoms westward of the sand.

ROYAL Bay, in S. Georgia, in the South Atlantic Ocean, is formed by Cape George and Cape Charlotte, the latter of which is S. 37 deg. E. and from the former distant 6 leagues.

ROYAL Island, is an island in the river of St. Lawrence, about 60 miles below lake Ontario, having a very fertile soil, and being very productive of grain.

Port ROYAL, in the Island of Jamaica, in the West Indies, for which see PORT ROYAL.

ROYAL Reach, in the straits of Maghellan, extends from Fortescue's Bay to Passage Point. There are several islands in it nearly in the middle between the two main shores, as Charles's Island, beginning from the E. James's Island, Monmouth Island, and Rupert's Island.

ROYAL Sound, in Kerguelen's Land, or Island of Desolation in the Southern Indian Ocean, in which is an island, the E. point of which is called Prince of Wales's Foreland.

Cape ROZIER, on the W. coast of the gulf of St. Lawrence. See Cape ROSIERS.

RUATAN. See RATAN.

RUDDLESTONE, or RUNDLESTONE. See RUNDLESTONE.

RUE, on the point of the river Soame on the N. coast of France, is up a small channel that goes in to the westward of the sand which lies off from the E. point of that river. See SOAME.

RUFF Buoy, is a red buoy, at the distance of little more than 2 leagues at N. by E. half E. from the buoy of the Gunfleet, and 10 or 11 miles from the Long Sand Head at N. W. Between this buoy and the main is the shoal or bank called the Long Middle Ground, which is very narrow, having 5 fathoms and 5 fathoms and a half upon it, though without it there is 7 fathoms, and within it 6 fathoms and a half and 6 fathoms. This is necessary to be noticed, on account of the change of soundings, and not from any immediate danger, as it might occasion much trouble and confusion, especially in the night, and more particularly when ships are otherwise supposed to be in a situation that is well known. Ships may be directed also, from this buoy within the Whiting, that are bound to the northward.

RUGEN Island, in the Baltic, is opposite to Stralsund, and is separated from the main land of Pomerania by a strait which is about 3 miles over. It is 30 miles in length, and near 20 in breadth, and is full of creeks and peninsulas. The principal town is called Bergen, and is in lat. 54 deg. 32 min. N. and long. 14 deg. 30 min. E.

RUM Key, one of the small islands of the Bahamas so called in the West Indies, in lat. 23 deg. 52 min. N. and long. 74 deg. 17 min. W.

RUMNEY, ROMNEY, or New ROMNEY, on the E. coast of Kent, one of the 4 Cinque Ports of that county on the Channel, and is situated on a hill in the middle of the marsh which bears its name.

RUNAWAY Bay, near the N. W. part of the island of Antigua in the West Indies, is situated between Corbizon's Point to the N. on which is a fort, and

Y y

Fort

Fort Hamilton to the S. Towards the northern part of it, at the distance nearly of half a mile from the shore, are the sunken rocks called the Pelican Rocks, and directly without them to the W. is the Warrington, a rocky shoal, on which is not more than 3 feet water.

RUNAWAY Bay, on the N. coast of the island of Jamaica in the West Indies, is to the westward of Great Laughland's River and Mumby Bay, and 3 or 4 leagues to the eastward of the deep inlet of the Rio Bueno or Good River, which falls into the N. sea on the E. side of the Bread Nut Hills.

RUNAWAY Cape, on the E. coast of the northernmost island of New Zealand in the South Pacific Ocean, is in lat. 37 deg. 32 min. S. and long. 178 deg. 12 min. E. The coast trends from this cape to the S. W.

Pulo RUNDA, or Round Island in the Indian Ocean, is in lat. 6 deg. 0 min. N. and long. 95 deg. 25 min. E.

RUNEN Island, in the bay or gulf of Riga. See **ROUND Island**.

RUNEN Island, one of the small islands lying off from Cancale Point at the entrance into Cancale Bay on the N. coast of France, to the eastward of St. Maloes. Catelier Island is the other.

RUNDLE Stone, off the Land's End of Cornwall, is to the S. easterly from the southernmost of the 3 points that are called the Land's End. This point is called Tol Pedan Penwith, from whence the coast trends easterly one way, and N. N. W. the other. The Rundle Stone, as stated from the Trinity-House in London in October, 1795, is a small rock, the base of which comes dry at low water about 4 yards by 2, but is covered before half flood. On this rock is erected a beacon, formed of 4 cylinders of cast iron about 12 feet high, bolted together, and to the top of the rock; with a pole in the head, and a small wooden basket, making it in all about 19 feet high. This rock bears from the light-house on the Long Ships at S. E. 2 deg. E. at the distance of 3 miles and seven-eighths; from the Flag-staff on the Point of Tol Pedan Penwith S. 18 deg. E. distant nine-tenths of a mile, and from the extremity of the point about three quarters of a mile. It is clear ground without the Rundle Stone, but there are rocks and foul ground to the eastward and northward of it, and therefore a passage

within it is not to be recommended to strangers.

The old mark for passing clear of the Ruddle Stone was, to keep the tower of the church that stands on the land open above the land; but if the church comes to be hid, a ship will pass within the Rundle Stone. But this direction is now rendered unnecessary.

RUPERT'S Bay in the Island of Dominica in the West Indies, affords excellent shelter from the winds of this sea, being situated at the N. W. end of the island, deep, capacious, and sandy. It is the principal Bay of the island, where a fleet of ships in time of war might be stationed so as to intercept the whole French West India trade. The new town of Portsmouth has been erected on this bay; but of its present state we are not enabled to speak with any certainty.

RUPERT'S Fort, at the bottom of Hudson's Bay in the country of Labrador in North America, is situated on a river of the same name, being a settlement of the English, on the E. side of that branch of this extensive Bay, called James's Bay, between Slade River on the N. and Nodway River on the S. in the very angle of the bay or gulf. Its lat. is 51 deg. 50 min. N. and long. 80 deg. 5 min. W.

RUPERT'S Island, in the straits of Maghellan, is one of the 4 islands, and the most westerly, which form the S. side of Royal Reach, that part of the straits from it to St. Jerom's Point being called Crooked Reach. Elizabeth Bay is to the N. N. W. half W. from a rock near this island, round Passage Point to the westward.

RUPERT'S River, in Hudson's Bay, for which see **RUPERT'S Fort**.

Cape RUSATA, on the coast of Barbary, or S. shore of the Mediterranean, is in lat. 32 deg. 41 min. N. and long. 21 deg. 10 min. E.

RUSCH and RAM Sand, is opposite to an old broken wall and a pillar on the land that appears like the ruins of a church, at the distance of about a mile from the main, which wall is to the northward of Wexford Bay on the E. coast of Ireland, about 2 leagues and a half. Ships may sail on either side of it, though the best channel is between the island and main in 6 or 7 fathoms, the outermost banks on the E. side being so very steep

keep that they cannot be founded, so that ships constantly prefer the inside passage. The point of Donaghmore forms the limit of a bay right against this sand.

Port RUSCH, or Skerries, on the N. coast of Ireland, is 3 leagues at S. E. by E. from the N. W. point of the entrance into Lough Foil, or the opening to the port of Londonderry. Band Haven is a little to the southward of Port Rusch. It is high water here at half past 7 o'clock, and the flood tide comes from the W. and sets through into the Irish Sea between the N. E. point of Ireland and the S. W. part of Scotland. Its lat. is 55 deg. 15 min. N. and long. 7 deg. 5 min. W.

Port RUSH, or RUSCH, on the N. part of Ireland. See Port RUSCH.

RUSSE River, which falls into the Baltic, near Memel, belongs to Russia, and consists of the united streams of the Wilia and Berezina that run from E. to W. into a bay here. This river at its mouth has a fine salmon fishery.

RUST Island, on the coast of Norway, is in lat. 67 deg. 40 min. N. and long. 10 deg. 25 min. E.

RUT Rocks, a ledge of low rocks on the coast of Norway to the S. of the Veet Rock. Ships must keep something to the W. until the Veet Rock begins to appear a little longish, and not round, by which they will pass clear of the Rut Rocks. To go into Stavanger Sound, the Rut Rocks are to be left on the starboard side.

RUETING Bank, the second of the 5 Flemish Banks, is about 5 leagues at E. by N. from Calais Cliff, and has generally from 5 to 6 fathoms upon it, but shoals at the S. end to a fathom and a half. When the S. end of Berg St. Winnox comes between two flat steeples to the westward of Dunkirk, a ship will be thwart of this shoal.

Corra RUYVA, on the W. coast of Africa, in the course to Caravellas, for which see CARAVELLAS.

RYAN Loch, is a lake of Scotland, at the N. W. angle of Wigtonshire. The sea flows into it through a narrow pass; and it was heretofore crowded in the proper season with shoals of herrings that have now deserted it.

RYDE Middle, a sand or bank so called, is in the basin of the sea that is formed within the Isle of Wight to the westward of Spithead Road towards the

mouth of Southampton water, on the coast of the main to the westward. It is the most easterly of the two banks or Middle Grounds that lie between No Man's Land and the Brambles. To avoid it in sailing westward from the buoy of No Man's Land, keep towards the main near Stoke Bay, until the windmill on the Isle of Wight comes at S. by W. or S. from a ship. See RIDE.

RYE, is a port town of the coast of Sussex, and one of the two ports or appendages to the Cinque Port of Hastings. It is a barred port, which has been occasioned by laying the lands dry and banking in the marshes, so as to check the indraught, and to destroy the effects of any back water for keeping open the mouth of the channel. By this means the best harbour on all the coast from the Thames to Portsmouth has been choked up; but an act of parliament was obtained in the year 1762 for restoring the harbour. What has been done towards effecting so desirable a purpose, we have not been informed.

Though the fishermen of Rye are the best pilots for the port, and the necessity of ships supplying themselves with one of them may be very great, as it is a nice and difficult place; yet it is proper to give such instructions as we have been able to procure. To sail into the Chamber of Rye, if coming from the westward, keep Beachy without the point of Fairlee, and so run in within 2 cables length of the Ness Point. Then edge up to the westward, and leave the beacons on the starboard side until a ship comes before the Chamber Castle that stands upon the Shingle, where she may anchor in 4 and 5 fathoms. From thence to the town of Rye the shore is all set with beacons, quite along the East Shingle to the Daires which, at low water, fall dry. In sailing into Rye leave all the beacons on the starboard side, and run indifferently close to them; or, when a vessel is before the bar, two white beacons will be seen on the E. side of the beach, with which a ship may run until the leading marks are brought on. Then run in, where there will be a depth of 15 or 16 feet at low water. But larger ships would do well to notice the following directions, and not to come nearer to the Ness than half a league or a mile at least, and to run no farther into the bay, than to bring the light-house at E. N. E. or at E. by N.

N. half N. at farthest, where there will be 8 fathoms. Ships must not come within a mile of the beach, which bears from the light-house E. and W. and is distant from Rye about 2 leagues and a half. It is high water here on full and change days about a quarter past 11 o'clock; but some accounts make it an hour sooner. The town of Rye is in lat. 50 deg. 57 min. N. and long. 46 min. E. This port, by the act of parliament (1795) is required to procure 90 men for the service of his majesty's navy, towards the number of 20,000 to be raised through-out the ports of Great Britain.

RYE, is a town on the S. coast of New York, in Long Island Sound, about 7 leagues to the N. W. from New York, and more than 3 leagues from East Chester.

RYPEN Deep or Channel, on the coast of Germany, is 7 leagues at N. by E. from the channel of Lift, and N. westerly from Holy Island. It is a very dangerous channel in foul weather, the coast being flat far off to sea; so that ships intending to go in there are advised to make signals to the island of Manu for pilots. They may ride within the Gore Sand until the pilots come off from the island; and here also the outward bound Ripen ships ride for a wind. Great ships cannot go up to Ripen. This deep lies in between the island of Manu and that of Phanu which is N. of it.

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SABA Island, one of the Caribbee Islands so called in the West Indies, which is small, being about 12 miles in circuit, but very pleasant, is about 13 miles at N. W. from St. Eustatia, and 30 to the S. W. from St. Bartholomew. It is between 4 and 5 leagues in compass, and appears at first sight to be only a rock. Unfortunately, though it contains a fine and fertile valley, it has no port; and the sea is so shallow near its coast that the stones may be seen at the bottom. Only sloops can venture near it, and those only at a small sandy creek on the S. side of the island, where the inhabitants lay up their canoes. It is also

to the W. of St. Christopher's or St. Kitt's, and in lat. 17 deg. 39 min. N. and long. 63 deg. 17 min. W.

Little SABA, one of the smaller Virgin Islands, which are situated to the southward of St. Thomas Island.

SABAGAR Island, in the Indian Ocean, is in lat. 15 deg. 0 min. S. and long. 42 deg. 28 min. E.

SABALDES Island, in the South Atlantic Ocean, is in lat. 50 deg. 53 min. S. and long. 50 deg. 40 min. E.

SABIA Cape, on the N. coast of Africa, and the S. shore of the Mediterranean, in the kingdom of Tripoli, is at the bottom of the gulf of Sidra.

SABIA River. See ASUCA Bay.

SABIONCELLA Point, is within the island of Corsiola, in the gulf Venice, on the coast of Dalmatia, as is the town of the same name on the S. W. shore. There is 22 and 23 fathoms water between, with good riding, but the passage is blocked up with rocks at the S. E. end, so that there is no passing in or out, but with extreme hazard, the only clear passage being close under the main. It is therefore recommended to take a pilot. The whole peninsula is 75 miles round. It is situated to the S. of the gulf of Narenta, and to the N. of a channel which separates the islands of Corsiola and Mallela. The island of Mallela is at S. E. and S. E. by E. distant 5 leagues.

SABLARE or SABLERE Bank, lies off the castle on the E. point of the island of Oleron, extending from the shore about half a league along, and to the northward for near 2 leagues. Several buoys are placed on the S. end of this sand, or of the castle, as marks to point out where ships are to avoid dangers. A narrow bank called the Traverse also lies off from the N. end of it, almost as far as to the N. end of the Palle, which has but 2 fathoms at low water, though there is 8 fathoms in the very narrow channel between it and the Palle.

SABLE Cape, is the most southerly point or headland of Nova Scotia, in North America, from which the coast trends N. W. to Cape Mary at the E. opening of Fundy Bay about 22 or 24 leagues, having several islands off the rivers or ports on the coast. On the other hand Cape Sable forms with Cape Negro to the E. northerly from it a large bay, at the S. E. extreme of the part of the continent called Nova Scotia or Acadia

radia, in lat. 43 deg. 24 min. N. and long. 65 deg. 39 min. W. The variation of the compass about the year 1787, was 12 deg. 15 min. W.

SABLE Cape, at the extreme S. point of East Florida, at the opening from the straits of Bahama into the gulf of Mexico, It is in lat. 24 deg. 57 min. N. and long. 81 deg. 49 min. W. and the variation in 1787, was 5 deg. 0 min. E.

SABLE Island, in the Indian Ocean, is to the E. of the island of Madagascar, in lat. 15 deg. 25 min. S. and long. 55 deg. 30 min. E.

SABLE Island, is an island of the North Atlantic Ocean, about 35 leagues to the S. E. of Cape Breton Island, which is situated near the S. part of the gulf of St. Lawrence. It is but a small island, neither has it any port; and as it produces nothing but briars, there is very little occasion for any. The shape of it somewhat resembles a bow, and it is very narrow. In the middle of it is a lake of about 5 leagues in compass, and the island itself is scarcely more than 10; at each end of which is a sand bank, one of them running to the N. E. and the other to the S. W. Its lofty sand hills may be seen in clear weather to the distance of 7 or 8 leagues. It is in lat. 44 deg. 15 min. N. and long. 60 deg. 0 min. W. and the variation here was 16 deg. W. in the year 1787.

SABLE Point, on the W. side of the island of Newfoundland, on the gulf of St. Lawrence, is in lat. 50 deg. 24 min. N. and long. 57 deg. 35 min. W.

SABLE Point, in the island of Marigallante, in the West Indies, is in lat. 15 deg. 59 min. N. and long. 61 deg. 14 min. W.

SABLE Point, at the N. W. end of the island of St. Christopher's or St. Kitt's in the West Indies, is the S. headland of Chignette Bay, and at N. W. from Sandy Point Road and Fig Tree Bay, on the S. W. side.

SABLERE Bank, on the coast of Oleron Island, off the W. part of France, for which see SABLARE.

SABLES D'OLLONE, a town of the W. coast of France, having a port that is capable of containing vessels of 150 tons. See OLLONE.

SABLOMER, is one of the numerous rocks or shoals within the bay of Brieux on the N. coast of France, which stretch away W. from the point of Herqui into the bay, and almost as far W. as to the

harbour of St. Brieux. Of these some are always dry, and others only visible at low water.

SACATECOLULA, or LACATECOLULA, is 4 leagues from the river of Limpia, on the W. coast of New Mexico. There is a great burning mountain near the town of the same name. The burning mountain of St. Salvador is more northerly about 10 leagues, being about 4 leagues to the eastward of Bernal.

SACCAI, is a city and port of Japan, in Asia, and one of the most famous in Japan. It has several fortified castles, and its harbour has a mountain on one side which serves for a rampart. The lat. is 35 deg. 0 min. N. and long. 134 deg. 5 min. E. and it is 300 miles to the S. W. of Jeddo.

SACKUM Island, the northernmost of the two islands called the Smalls, which are about 10 leagues at S. E. from the Tuskar, near the S. E. angle of Ireland, and about 4 leagues from Gresholm on the coast of Wales. The tide flows over them at high water on the spring tides; and there lie off from them two little shoals; one of them towards the N. N. W. and the other to the S. S. E.

SACO River, is a river of New England, which rises in New Hampshire, and, after a course of about 80 miles, falls into the North Atlantic Ocean, between Cape Porpus and Cape Elizabeth.

SACRASIL Cape, on the coast of Spain, in the Mediterranean, is a little to the W. of Castel Ferro, and a small distance to the E. from Almunecar and Modril, being the S. E. point or limit of the bay on which Modril is situated. There are watch towers on and near the point towards Castel Ferro.

SACRIFICE Island, is a small island of the gulf of Mexico, about half a mile only from the land, and about 16 leagues to the E. of Vera Cruz, in lat. 18 deg. 20 min. N. and long. 99 deg. 10 min. W.

SACRIFICE or SACRIFICIOS Island, on the W. coast of New Mexico, is about a league to the westward of a small island called the Watering Island, to the westward of Calluta, at which ships may anchor while they fetch water. To the landward of this island of Sacrifice, is good anchoring ground, and free from all winds, and where also ships may water with very great convenience. From this island to the river of Coiula the distance

tance is 3 leagues; but it is a deep coast and bad landing, on account of the surge of a high sea on shore.

SACRIFICE Point, at the E. end of the island of Kilduyn, on the coast of Lapland, on which is a fisher's village called Kammon.

SADDLE Back Island, in Hudson's Straits, on the coast of North America, is in lat. 62 deg. 7 min. N. and long. 68 deg. 13 min. W. and nearly due W. from Terra Nieva; and has high water on full and change days at 10 o'clock.

SADDLE Head, on the W. coast of Ireland, is the S. W. point of the entrance to Black Harbour, on the N. side of the sound or gulf that is formed there between this point on the N. and the N. coast of Achill Island, on the S.

SADDLE Head Bay, is on the N. shore of Achill Island, and within the limits of the gulf or sound, formed by Achill Head on the S. and Saddle Head on the N.

SADERASAPATNAM, or the city or town of Sadras, on the Coromandel coast of India, is about 14 or 15 leagues to the S. of Port St. George. It is at the mouth of Paliar River, or by whatever name the river is distinguished or known below the town of Arcot, and to the N. eastward from Pondicherry. It is near Conimore, and the road is under shelter of a reef of sand that lies to the northward of it, being in lat. 12 deg. 36 min. N. and long. 80 deg. 10 min. E.

SAFFA or SAFFIA, on the W. coast of Africa, is about 6 leagues at S. a little westerly from Cape Cantin, the land between being steep and rocky without the sandy strand, but plain and even above it. One league to the southward of the cape there lies a reef or shoal to the shore, sometimes called the Gold Bank, where there is much fish taken, and lies about a league off from the land. Between this and the bay of Saffia, the land is high and uneven, and mostly double; but it is plain and even to the southward, so that it is very easy to discern whether a ship is to the southward or northward of the port.

To anchor in the bay or road before Saffia, bring the N. point, on which is a tower, a little to the W. of N. and anchor there in 18 fathoms. If seamen wish to anchor farther in the bay they may bring the point at N. N. W. or a little more northerly, and then the north-

ernmost of the two N. points will be a ship's length without the southernmost of them which is nearest. Ships may then run so far to the southward until the tower where the boats come on shore, being a high square tower that stands below even with the wall of the town, come right over the tower that is fast to the wall, which comes so from the castle above to the southward. The thick tower below will then come right over the haven between the point where the castle stands on the water side and the bay rocks where ships go in betwixt. Otherwise ships may come to an anchor when the high castle of Saffia stands at E. by S. or E. S. E. when there will be 16, 17, or 18 fathoms deep, and good, fine, sandy ground. Or ships may anchor so far within them in 15 or 16 fathoms that the N. point shall come as far as to the N. W. or N. W. by N. from them. All these are roads to be used only in summer. In winter, it will be adviseable to anchor farther out from the land in 28 or 30 fathoms, where the ground is a coarse sand. Ships may run boldly into this road and come to an anchor even in the night, as there is nothing but the land to hurt them. The S. point of the bay, which is a low point that lies out, is about 3 leagues from Saffia; to the southward of which point is another steep and rocky point at about 2 leagues without the sandy strand. The island of Mogadore is about 13 leagues to the S. S. W. from the N. point of Saffia, and Cape Geer 38 leagues on the same course.

To make this part of the coast in coming from the northward, the course will be S. and S. by E. from Cape St. Vincent's, by which course a ship will fall in with the land about 4 or 5 leagues to the eastward from Cape Cantin; but if a ship steers more westerly, it may run into lat. 32 deg. 30 min. N. when Cape Cantin will bear due E. though it is better to come in with the coast a little to the E. than to the W. of the cape, as the winds are generally from the northward there. The coast to the eastward of the cape lies S. W. by W. and S. W. to the cape, being plain and even land all along. The lat. of Saffia is 32 deg. 20 min. N. and long. 8 deg. 48 min. W.

SAFRANIA Island, in the Archipelago, is a small island having several smaller islets near its southern coast, a little to the

the S. S. E. from the E. end of the island of Stannalia, and nearly due E. from Nafria.

SAGADAHOK River, is the W. branch of the River Kennebeck or Kennebec, on the coast of Massachusetts in New England, on the continent of North America. It rises in lat. 44 deg. 50 min. to the N. E. from the White Hills, and not far from the head of Connecticut River, and discharges itself into Merry-meeting Bay, after having run a course of more than 200 miles nearly from N. to S.

SAGARA Bay, is a small gulf so called on the S. side of the island of Java, in the Eastern Indian Ocean, in lat. about 8 deg. S. and long. 108 deg. 30 min. E. nearly about the middle of the island.

SAGITTA Point, on the S. coast of Cyprus Island in the Mediterranean. See **SALINA**.

SAGRES, is a strong town of Portugal, having a harbour and a fort, about 4 miles from Cape St. Vincent, in lat. 37 deg. 4 min. N. and long. 9 deg. 4 min. W.

SAGRI Cape, is to the S. easterly from Cape Corso, or the N. point of the island of Corsica in the Mediterranean, projecting out to the eastward, and about 4 leagues from it. There is a road on each side of it for ships to anchor in; that to the northward having 8 and 9 fathoms, and the other to the southward, and just under the land of the cape, having from 4 to 6 fathoms. The small island of Figurone is off this cape to the E. on which is a tower.

Great SAGUENAY River, is a river of Canada which has its source in the river of St. John. After running for a considerable course, it discharges its waters into the river of St. Lawrence at the town of Tadoussac. This river is not more than three quarters of a mile wide at its mouth, and is from 80 to 90 fathoms deep; but it is wider above its mouth; and the contraction of the channel at the mouth greatly increases its rapidity, though it is navigable for the largest vessels 25 leagues from its mouth. The harbour, otherwise called the Port of Tadoussac, is sufficient to contain 25 sail of men of war, and it has good anchorage, and is well secured from all winds and storms; it is of a circular form, and is deep, being surrounded at a distance with very high rocks, except

at the entrance. A small rivulet runs into it that is capable of watering a fleet, and the country abounds with marble.

Little SAGUENAY River, is at W. by S. from St. John's River and Bassin's River, its eastern point being in lat. 50 deg. 18 min. N. and long. 65 deg. 0 min. W. being about 3 leagues at E. N. E. from Moisie River, on the N. coast of the gulf, or rather the river of St. Lawrence.

SAILING Cove, on the S. side of the island of Newfoundland, near the S. E. angle, is in the great bay wherein is situated the bay of Trepassi. It is about 2 leagues to the N. of Cape Pine.

Cape ST. ANNE, near the mouth of the River St. Lawrence, on the coast of Nova Scotia or New Brunswick, is to the eastward southerly from Cape Chat, according to the trending of the land to Mount Louis and its river, and on to Cape Rosieres. It is in lat. 48 deg. 29 min. N. and long. 63 deg. 43 min. W.

ST. ANNE's Island, on the coast of the island of Cape Breton in North America, near the S. part of the gulf of St. Lawrence, which has a harbour.

ST. ANNE's Islands, the name of 3 islands on the coast of Brazil in South America, situated in the bay of St. Louis de Maragnan.

ST. PETER and PAUL, is a harbour and town of the coast of Kamtschatka, the description of which cannot be given, probably, in better words, or more appropriate language, than that of the late celebrated Captain Cook. He tells us, that "to the N. E. are some miserable log-houses, and a few conical huts, amounting in the whole to about thirty. We must in justice, however, acknowledge, that in this wretched extremity of the earth, beyond conception barbarous and inhospitable, out of the reach of civilization, bound and barricaded with ice, and covered with summer snow, we experienced the tenderest feelings of humanity, joined to a nobleness of mind, and elevation of sentiment, which would have done honour to any climate or nation." It is in lat. 53 deg. 0 min. N. and long. 158 deg. 43 min. E. See **PETER and PAUL**.

SAINTES Point, or SEAMS, on the W. coast of France, is a shoal so called to the W. of the Corseau at half a league distance, which runs out to seaward for 4 leagues

4 leagues at W. by N. on which are several funken rocks that render it extremely dangerous. A tail, called Le Chats, runs off from it at the E. end for two long leagues or more, on which part are several rocks that appear above water, and is 2 large leagues from Bec du Ras. Between the Point de Saint on the S. and the island of Ouessant or Ushant on the N. is the space called the Broad Sound, or, according to the French, Passage de Lirois; which stretches out to seaward about 5 leagues from St. Matthew's Point. About a league without this point there is 60 and 56 fathoms water; and this point may be seen in 60 and 65 fathoms thwart of the rocks of Penmark and the islands of Glenan. In the night, therefore, it is necessary to keep out in deep water for fear of being entangled with the coast, on which, from the numbers of rocks scattered about, the currents and tides run very rapidly, and require the utmost attention. The lat. is 45 deg. 45 min. N. and long. 0 deg. 39 min. W.

SAINTES, or XAINTES Islands, are two or three small islands so called in the West Indies, situated between the larger islands of Guadaloupe and Dominica, in lat. 15 deg. 57 min. N. and long. 61 deg. 32 min. W. They are on the S. E. side of Guadaloupe, and the most westerly of them is called Terra de Bas, or the Low Island, and the most easterly Terre de Haut, or the High Island. The third, which lies exactly in the middle between the other two, seems to be nothing more than a large barren rock, but it is of use in assisting to form a very good harbour. The island of Terre de Bas is about 3 leagues in circumference, but the other is larger. These islands have constantly a fresh breeze, let the wind blow from what quarter it may; and on the Terre de Bas is a neat wooden church, with two very convenient creeks both for anchorage and landing. They are about 2 leagues distant from Guadaloupe, and 5 from Mariegalante.

Bay of ALL SAINTS, or TODOR SANTO, on the coast of Brazil in South America, for which see ALDEA and AMIAZ.

SAIR, or ZAIR River, on the S. coast of Africa, is the most northerly branch of the Great River Congo, which discharges itself into the sea at a mouth of more

than 30 leagues broad, with astonishing rapidity. See CONGO.

SAKAREYA Island, in the Azoph Sea, an island which sprung up near the S. E. coast in 1712, considerably to the S. W. from Cape Kochagum. It is called in their language SAKAREYA PESKI, and is to the N. E. from Cape Galancheya.

SAL Island, one of the Cape Verd Islands in the North Atlantic Ocean, about 105 leagues to the W. from Negro Land on the W. coast of Africa, which received its name from the numerous salt-ponds, and the quantities of congealed salt that are found there; but it is a poor and barren soil. This island, in approaching it from the Canaries, appears very high at a distance, but shews lower on coming nearer to it. The S. point of the island is low and round, and at the S. E. point is a rock, that must have a good birth, to which ships must come no nearer than 8 fathoms. There is a river on the N. side of the island, and on the S. W. side is a small haven that has a little island close to it. About the distance of a musquet-shot from the W. point to the southward is a good road for ships, and here, by a long sandy valley, fresh water comes out of the mountains. The island of Bonavista is about 9 leagues at S. by E. from it, and the island of St. Nicholas is 25 leagues W. Is has been said that a reef projects from it to the E. S. E. for 3 miles; but it is certain that there are breakers to the S. E. at that distance, near which the depth is only 15 fathoms, and rocky. There are no soundings very near those breakers; and ships have passed between them and a great rippling, and have had no soundings after hauling off about half a mile. The lat. of this island is 16 deg. 38 min. N. and long. 22 deg. 56 min. W. and about 10 leagues at S. by W. from it, when it was in sight, the variation of the compass in 1766 was 11 deg. 14 min. W. but only 8 deg. 20 min. W. between this island and the island of May. It is most to the windward of all these islands, and to the eastward of the island of St. Nicholas, and is 42 miles in circumference.

Rio Lagra de SAL, or River of the Salt Lake, on the S. coast of Brazil in South America, about 13 leagues at S. W. from the River Salgado. There are several small rivers in this country, but of no importance. On the N. E. side of the

the entrance into these lakes is a good road in a round bay under Point Saragoza, or Saragoza; from which point a long reef of sand shoots out into the sea a full league in the direction of S. S. E. This serves to break off the sea, and to make it very good riding; but to enter this road, it consequently becomes necessary to go round the S. point of the reef, and to run in at N. W. and ships may then lie within the reef in from 5 to 7 fathoms close to the shore. The entrance into the Lagoa de Sal lies at S. W. from this bay, not quite a league from the western point, and goes in to the N. W. There are two of these great Lagoas or Lakes; that called Lagoa de Sal goes up for 7 leagues to the N. W. and 2 leagues in breadth, being a very large inland water, but of no importance in navigation, and the other goes in from the first after being about 2 leagues within the entrance, and lies away to the N. from whence it is called the North Lake. This is about 3 leagues in length, and about half as much in breadth. The River St. Francisco is to the S. W. from these lakes.

SALABRINO, SALLEBRENNIA, or SOLEBRENNIA, on the coast of Spain in the Mediterranean, is about 4 leagues to the E. from Almanucar, being a small town with a little chapel adjoining to it on a mountain, and a small island against it. By these marks it will be very well known from the sea. To the W. of this island there is good riding for ships under the E. point of Almanucar Bay, and good shelter from winds at E. N. E. There is good anchorage on every side of the island, and ships may run between it and the main, in from 14 to 16 fathoms and good ground. It is about 2 leagues to the W. from Modril, and in lat. 36 deg. 31 min. N. and long. 3 deg. 30 min. W.

Baia SALADA, or SALT Bay, sometimes called **SALINA**, is 10 leagues to the N. of Cape Tontoral on the coast of Chili, and on the South Pacific Ocean. It has a good road, which is much frequented by coasting vessels, both for loading salt and for other business. The anchoring ground is to the northward, and the point on the opposite shore bears S. W. from ships in the road. With the winds to the southward it is a tolerably safe situation; but the N. winds blow right in, so that ships must always be in

readiness to sail and put out to sea, when those winds come on, or they will be in danger of going on shore. Good fresh water may be had very conveniently near this road. It is 10 leagues at N. by E. from the N. part of this bay to Copiapo; and the coast between is all the way safe with good anchorage, and several little bays with good shelter, as well against northerly as southerly winds.

SALADA Island, is in the West Indies, the N. E. point of which is in lat. 10 deg. 59 min. N. and long. 64 deg. 12 min. W.

Rio SALADA, or SALT River, is within the harbour of Pinas, on the coast of Peru in South America, and on the North Pacific Ocean, is on the larboard side going up, as the town of Pinas is on the starboard at S. E. on a plain strand. Up this river ships may procure both wood and water, but they must fetch it with their own boats; and in the cove near the river is convenience for careening. But the parties on such expeditions must go well armed, especially if they proceed to any considerable distance up the river; and pay the utmost attention to the conduct of the natives, acting with the greatest caution, as they are cruel, treacherous, and thievish. See **Port PINAS**.

SALAGUA Port, on the W. coast of New Mexico, is contiguous to a very rough headland called San Tiago, at the distance of 8 leagues from the valley of Colima, having to the S. E. of it two hillocks like Dugs. Between these hillocks and the headland is the entrance to this port; and, in order to know it, a very white rock will be observed clinging close to the headland, which may be seen to the distance of 8 leagues, whatever way ships may come towards it. Between this rock and the opposite point, which are about 3 leagues distant from each other, is a bay with a strand, and farther up it is all wooded. To go into the port of Salagua, run strait in for the strand, at the ends of which are two very good harbours, called Las Calletas, or the Creeks, where many ships ride. That which is to the N. W. of this strand is also very safe, and land-locked against all winds, though it is smaller than the other. In this port there is a fresh-water river, with plantations and woods on the shore. The road to Salagua, which is a league and a half from the sea,

sea, will be seen as soon as landed. Between Salagua and the White Rock is the port of St. Tiago.

SALAMIS Island, the ancient name of Coluri, an island in the strait or gulf of Engia in the Archipelago, and nearly opposite to Athens or Settines. It is 50 miles in circuit, and is in lat. 47 deg. 34 min. N. and long. 24 deg. 15 min. E. Here it was that the fleet of Xerxes, king of Persia, was defeated by the Athenians under Themistocles.

SALANDIS Island, one of the group of the Maldives in the Indian Ocean, and on the E. side of them, and the second from the N. of the second cluster, and next to the southward to Quindicote Island. It is laid down in some charts in lat. 6 deg. 36 min. N. and long. 73 deg. 55 min. E.

Cape SALATAN, in the island of Bernco in the Eastern Indian Ocean, is the most southerly point of that island, in lat. about 4 deg. 10 min. S. and long. 114 deg. 0 min. E.

SALANTO Bay, to the eastward of Salanto Point on the N. coast of Sicily in the Mediterranean Sea. There is good ground all over the bay, and good riding in southerly winds; but N. and N. E. winds make a foul shore. The river of Palermo opens in this bay, and those that sail thither must keep westward right with the haven, and anchor behind the head or mole, with two sterns on the mole, and an anchor to seaward; where ships may lie in 6 fathoms water, sheltered in all winds.

SALANTO Point, on the coast of Sicily, is 29 leagues at S. by W. from the point of Melasso. Close by Salanto Point is a great rock, on which is a large light-house, and to the eastward of that is the bay of Salanto. There is a great creek to the W. of the point of about 3 leagues in length.

SALCE, on the coast of Roussillon, in the bay or gulf of Narbonne in the Mediterranean, is to the N. from Perpignan, contiguous to the lake of Leucate, to the N. E. of it. See **LEUCATE**.

SALCOMBE Harbour, on the coast of Devon in the English Channel, is about a league to the westward of the Start, between Praul Point and the Bolt Head, the W. side of its entrance being ragged, but the E. side sloping down. It shews itself open, on coming from the westward; but there is a range of rocks

close to the W. point, so that it must have a good birth, and the rocks must be left on the larboard side. There is no fear from them, because the sea will be seen to break over them. When a ship is within, it may anchor in the Bagg, as it is called, in 3, 4, or 5 fathoms at low water, the shores on both sides being bold. The Blackstone Rock lies over against the old castle in the narrowest part of the entrance, and appears at the last quarter ebb. There is 11 feet upon the bar at low water and spring-tides, and at least 3 fathoms within.

SALDANHA Bay, on the S. coast of Africa, is to the N. westerly from the Cape of Good Hope, in lat. 33 deg. 10 min. S. and long. 17 deg. 59 min. E. at the entrance, which goes in due E. and then runs down to the S. E. parallel to the coast, so as to form a peninsula. Nearly S. from the northern point of the entrance is a rocky island, with foul ground between it and the main, but round the S. side ships may run due E. into the bay for the point of the peninsula, giving it a small birth on the starboard, between the two islands which lie before the inner entrance. There is good anchorage within the N. E. island, and within the point of the peninsula, in from 5 to 7 fathoms, more or less, according to the distance from the shore. Within the peninsula to the S. E. are several shoals, between which are channels of sufficient depth for most ships; but they are unnecessary, as there is sufficient shelter within the island and point of the bay already mentioned. The water is much deeper between the islands, and without them to the southward of the rocky island first noticed.

SALEM, a principal town of the coast of Massachusetts Bay, in New England, 18 miles to the N. from Boston, to which its port is inferior, situated on a plain between two rivers, and having two harbours, called Winter Harbour and Summer Harbour. It is a very noted place for building ships and fishing vessels, and carries on a good trade to the Sugar Islands, and is in lat. 42 deg. 20 min. N. and long. 71 deg. 30 min. W.

SALENSI Blicina, is a harbour of the coast of Lapland between the River Kola and the Island of Kildyn, which are only a league and a half asunder, but nearer to the former. To sail into it, pass along by a round reddish hummock, and when a ship

a ship is within, edge to the westward until the harbour seems to be shut so that the sea cannot be seen, and there anchor in any depth at pleasure. The ground is all clear, being white and sandy, but sometimes oozy and soft, so that a ship may be run on shore for safety though it has neither anchor nor cable.

SALENSI Sound, on the E. coast of Lapland, is a league or more to the southward of Gabriel, and 5 or 6 leagues to the S. E. from Tiry Biry. There is a great indraught between Gabriel and Salensi, and the sound runs almost 2 leagues into the land, which is large enough for 500 sail of ships to anchor in, and all over good ground. There are some high rocks a little to the northward of it, round which ships may sail, but there is no anchorage. Salensi is a fine broad bay, and there are 3 islands just before it of a grey colour, as the main is also; and at the point of the bay are 3 great Warders, and on the main land a little to the southward is a steep hill. These marks will readily point out the bay, and the fishermen here are all pilots, if ships wish to go in. Two leagues to the southward of Salensi is the Island of Daelna Olinie; and there are 3 small black islands between them, under which is a good road in 6 or 8 fathoms.

SALERNE or **SALERNO**, is the capital of the Hither Principality of the kingdom of Naples in the Tuscan Sea, situated on a bay, and having a pretty good harbour, but neglected. It is 2 leagues from Almafri; and though it has no haven, there is a good hard sand and good anchorage for northerly and easterly winds, but very dangerous in other winds. The Cape or Gulf of Policastro is at E. S. E. from Salerno distant 12 leagues. The lat. is 40 deg. 39 min. N. and long. 14 deg. 48 min. E.

SALERNO, a town on the W. coast of Africa near Dasso, being only about a league from it, and between them is a good road for anchorage, about 2 leagues from Sanwin River. The marks for the road are, to bring a very high tree, among many lesser ones, which on the top has or heretofore had two huge spreading branches, before a ship, with its two tops open right ahead, and there is good riding in from 22 to 23 fathoms, and very good ground. The natives will here come off to trade with their canoes.

SALES. See **LEMSALE**.

SALGADO River, on the S. coast of Brazil in South America, on the South Atlantic Ocean, is 13 leagues to the N. E. from the Rio Lagoa de Sal, or Salt Lake River, at the mouth of which is the Barra Grande, being a large and wide road off the small town and fort of San Benito. It is not navigable, except for small boats; but the harbour is very good, lying behind the sands. The going in is very narrow between the reefs, which almost meet together, making two channels; in the northernmost there is 5 fathoms, and in the southernmost but 4, with a small shoal or sand between them.

SALINA, or the ancient **SALAMIS**, is a port town on the S. side of the Island of Cyprus in that part of the Mediterranean Sea, called the Levant. Sometimes it is called **SALINAS**. It is about 16 leagues from Cape de Gat, being 11 leagues at E. by N. from a bay that lies 5 leagues to the E. of the cape. Limesole is situated in that bay. The bay of the Salinas is deep, and lies in N. and S. the entrance being wide, and the coast running from it to the N. E. The S. W. point or S. point, which is about 3 leagues in that direction from the city of Salinas, is called Tagista or Tagissa, and has an old light-house upon it, but without any use. Monte Cruis, the highest hill on the island is seen here directly over the bay, though far within land, and is a sea mark for both coasts of the island. When it comes on at W. a ship will be in the bay right before the town and in the best of the road. A very dangerous shoal called the Black Ground is about 12 or 13 leagues off at sea to the S. of this bay, on which there is not above 6 feet water; it is only to be known by the current and the breadth of the sea near and upon it. This is the sole danger round the Island of Cyprus, as there is neither rock nor shoal, or any other danger on all the S. coast, a few rocks close under the shore a little above the low point of Sagitta excepted; and these are entirely out of the way, besides which all the rest is a clean and fair strand, good riding and good anchor hold. From this bay it is 7 leagues to the E. southerly to Cape Grega.

SALINAS, a small town of Guipuscoa, which is a part or province of Biscay, on the N. coast of Spain, and facing the Bay of Biscay on its S. shore.

SALINAS, on the coast of Portugal, in
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the North Atlantic Ocean, is between St. Ube's Point or Cape Spichel and Cape St. Vincent's, which are 29 leagues distant from each other in the direction nearly of S. E. The coast, however, is variable between, though it is all a clear strand, and has neither town, river, bay, or anchoring place in the whole extent, except this of the Salinas; neither is this of any use in navigation, as it has no depth of water. It is rocky on the shore towards the cape, but ships generally keep a good offing here, that they may be enabled to weather the cape.

SALINAS, in the gulf of Mexico, is nearly under the Tropic of Cancer, on the W. shore of the gulf, to the northward of Paruco River. It appears to have an inlet or bay into the land, so as to form a kind of laguna or lake. Its long. is about 99 deg. 30 min. W.

Cape SALINAS, on the coast of Terra Firma, or N. part of South America, is situated on the main land, opposite to the N. W. point of the Island of Trinidad, which forms the passage called the Gulf of Paria, on the western opening of the river of Oroonoko. Cape Tres Puntas or Three Points is at N. or N. by E. from it about 30 leagues, and from thence 40 leagues more to Cape Raya, the Island of Margueritta lying between them.

SALINAS Gulf, on the W. coast of Mexico on the North Pacific Ocean, is to the N. W. of the Island of Cano, which is also at N. N. W. from Cape Baruco, the island being in lat. 8 deg. 40 min. N.

Great SALINAS, or **SALT Bay**, on the N. coast of Brazil, is to the S. E. from Cape Cors, and is a noted harbour all over the Brazils for ships coming to load salt. About midway between them, will be seen the high Sugar Loaf Mountain called Monte Vermelhas, or the Red Hill, standing near the strand, which can be discovered 15 leagues out to sea, and is an excellent mark for knowing the coast. On seeing this mountain, ships may stand right in with the shore, but must keep the lead going and come no nearer than 6 fathoms, on account of a reef of sand with several sunken rocks upon it, stretching out into the sea at E. by N. from the point. This point is about 13 leagues by sea from the Salinas Harbour, and there is from 5 to 7 fathoms all the way, to the mouth of the port, and 4 and 3 fathoms in the entrance. The river is navigable far up

into the country, but the salt ponds are on the W. side; some of these are near the point, and others, which are the principal, lie up the river due S. about 6 or 7 leagues. The entrance into the harbour is in lat. 3 deg. 40 min. S. The Baxos de Salina, or Salinas Shoals, lie out to the N. E. from the mouth of this harbour. See **SALINAS Shoals**.

SALINAS Harbour, on the coast of Peru in South America, is between Partridge Strand and Guaco, that distance being only 7 leagues N. from the Rock Maltesi, the outermost of the rocks of that strand; the land in this course being low and flat next to the sea, but the mountains behind it appearing like clouds. The harbour is very good, and ships may ride easy, though the breeze generally blows hard in, and brings a tumbling sea. There is nothing but shelter to be got here; for if ships want either wood, or water, or provisions, they must fetch them from Guara. To anchor here, keep off from some rocks that will be seen under the shore, in not less than from 7 to 8 fathoms. Herradura or Horseshoe Bay is to the windward of the Salinas near Cape Remate.

SALINAS Morro or **Headland**, is 4 leagues from the rock of Maltesi, or the outermost rock of the Patridge Strand, in the direction of N. E. The coast all the way from the Piscadores to the Salinas has abundance of rocks and rocky islands, reaching as far N. as to the port of Guara, and are called the Farrelones de Piscadores and Hormigas.

SALINAS Point, on the S. coast of the Island of St. Domingo in the West Indies, is the E. point of a large bay of the coast, which turns round to the S. W. to Cape Beata, the most southerly cape of the whole island. It runs out with a point westerly into the gulf, and has to the N. N. W. Occoa Bay, so named from the River of Occoa that comes in due N. from the point. It is in lat. 17 deg. 55 min. N. and long. 73 deg. 30 min. W.

SALINAS Shoals, or **Baxos Le Salino**, must be particularly attended to by ships that come out to the N. E. from the harbour of Salinas on the N. coast of Brazil. They are due N. from the shore about 3 leagues, but are joined to it by a reef of sand of 3 leagues in length and about half a league in breadth; on which no large ships must venture; because it has not more than 2 fathoms and a half water upon

upon it. There are also many sands in the channel, amongst which only those who are well acquainted can fail; and though they have from 4 to 6 fathoms, pilots must be had at the Salinas to carry ships through. These shoals, which are interspersed with many dangerous rocks, stretch for 10 leagues from W. to E. and are in some places 3 leagues over, besides having a great ledge of rocks to the westward of them at half a league distance; this ledge is of a triangular form, and about 2 leagues over, and is situated at N. by E. from the mouth of the Salinas. After a ship is over the reef that joins the Baxos de Salino to the shore, the coast is clear all the way within the shoals to the river Siara. Keep an offing, after passing the reef, of about 3 leagues, in from 4 to 5 or 7 fathoms water; but do not go out to seaward beyond 10 fathoms in this course, as the Baxos de Salino have a tail of sand running away E. which joins it to the great shoal or Baxos de St. Roque to the E.

SALINES Bay, near the S. E. angle of the island of Martinico in the West Indies, is to the westward of the point so called, between it and the Cul de Sac Marin on the S. coast.

Pointe de SALINES, near the S. E. extremity of the Island of Martinico in the West Indies, from whence the coast trends one way to the northward and the other to the W. Its lat. is 14 deg. 24 min. N. and long. 61 deg. 2 min. W.

Pointe de SALINES, in the Island of St. Lucia in the West Indies, is near the N. W. part of the island, and a little to the S. W. from the N. Cape, or most northerly point of the island.

SALINI Island, is one of the Lipari Islands in the Mediterranean, and consists of two mountains joined together at the base, being situate to the N. W. of the island of Lipari, and in lat. 38 deg. 39 min. N. and long. 15 deg. 24 min. E.

SALISBURY Island, is at the west end of Hudson's Straits in the passage towards Hudson's Bay in North America, situated to the E. from Nottingham Island, and at N. E. from Diggs's Island and Cape Diggs. Its lat. is 63 deg. 29 min. N. and long. 76 deg. 52 min. W. and it has high water on the days of spring tides at 11 o'clock.

SALLAGUA, is a harbour on the W. coast of New Mexico, on the N. Pacific ocean, is in lat. 18 deg. 52 min. N. and

affords good shelter to shipping. See **SALLAGUA**.

SALLEBRENNNA. See **SALABRINO**.

SALLEE, a sea port of Morocco, on the N. W. coast of Africa in the kingdom of Fez, and the station for the small galleys that are known by the name of the Sallee rovers. It is 6 leagues at S. S. W. from Mamora, and the strand between them is low plain land and sandy, with double land within, which is so smooth and even that it might seem to have been made level by art; but this strand ceases about half way towards Sallee, and the shore from thence to the southward consists of black steep ragged rocks with little hills, so as that no distinction can be made by ships that are somewhat off from the land that it is double within, from its plainness. This rocky shore is a certain indication of being past Mamora, a league or two to the southward of which the thick tower of Sallee will be clearly seen. This steep and rocky shore continues beyond Fedalle, though between it and Sallee is, here and there, a place of white sand betwixt the rocks; but the rocks are uninterrupted to the northward of Sallee.

At the town of Sallee is a little tower, which lies on the N. side of the river, being a low and plain point of sand. The castle has a little tower also, which lies over against it on the S. point of the river, which point is high and rocky. A high thick tower, surrounded by a wall, lies upon a point on the S. side of the river. Before the river is a bar, that sometimes alters and shifts with storms from the sea; and sometimes occasion the channel to lie in by one of the two points, and sometimes in the middle. To anchor before Sallee, bring the high thick tower, already mentioned, which stands within the river on the point of the castle, over the S. point of the river, in the direction of about S. E. and there anchor in any depth from 30 to 16 fathoms as near or as far off as may be agreeable. The ground is here clean, black, and sandy, but the shore thereabouts is full of rocks and stones. It is 9 leagues at S. W. southerly from hence to the island of Fedalle; there are here and there between them in the strand long black rocks, which may be mistaken, without due attention, for those of Fedalle. See **FEDALLE**. Sallee is in lat. 34 deg. 10 min. N. and long. 6 deg. 43 min. W. and is 40 league at S. W. from Cape Spartel to Sallee. Though this is one of the best harbours

harbours in the country, a bar lies across it which obliges ships to unload before they get into it. They have docks for building ships, but they are very seldom used.

SALMADINAS Rock, a funken rock lying off from the island of Kares, a little out to sea, to the S. W. from Carthage on the Spanish main. To come to Carthage from the eastward there is no danger of running upon it, if a ship does not keep too far off from the shore; and it may be avoided in coming from the westward by keeping 2 leagues off from the island of Kares until a ship makes the port of Carthage at S. or a very little westerly.

SALMADINAS Shoals, in the bay of Honduras on the coast of Spanish America, and in the Gulf of Mexico, lie before Cape Monchiquo to the westward of the Rio Dolce, or Freshwater River. The island of Uvilla lies off from it to seaward. In sailing from Trivigillo to Porto Cavallos, the course is between the shoals of Mahagueras or Mahamenas and these shoals; but if the wind should slacken, and the current endanger a ship running on these shoals, come to an anchor nearest to the S. side of them, where there will be 7 fathoms water. The ground is good on the S. E. side, but on the N. dangerous and foul. The W. side of this shoal of the Salmadinas is S. from the Island of Uvilla, and N. from Mingula. To go without the islands into the gulf run first 3 leagues to the N. W. off to sea from Trivigillo to get clear of the Mew, and then N. W. by W. till past the Mahagueras: and then, by running through between the Guayana and Salmadina sands, a ship will pass clear, taking great care of the Island of Uvilla in this course, which is all foul on that side far out to sea.

SALMON Point, on the E. coast of the Island of Newfoundland in the North Atlantic Ocean, and near the E. coast of North America, is to the N. E. from Claude Point, which is the N. entrance into Conception Bay. Between these two points there is a bay, to the N. E. from Claude Point.

SALO Point, on the coast of Spain in the Mediterranean, is a small low point at the distance of 7 leagues to the N. E. from Ampulla. There are several villages and sandy bays on the coast between them, but none of any note, nor is there

any harbour for shipping. It is a small low point, on which is a fire-tower or light-house at the extremity, and appears on sailing by it like an island, neither can it be discovered to the contrary until a ship is pretty near to it. To the W. of this point is a tolerable good road, in from 8 to 9 fathoms and a good hard sand. The city of Terragona is to the E. of the point a little more than a mile.

SALOBRENA or **SOLOBRENO**, on the coast of Spain, for which see **SALABRENO**.

SALOMBO Islands in the eastern Indian Ocean, the southernmost of which is in lat. 5 deg. 33 min. S. and W. long. from Tonikaky 4 deg. 4 min. or 113 deg. 13 min. E. At S. E. by E. three-quarters E. from it is Bralleron's Shoal.

CAPE SALOMON or **SOLOMON**, in the Island of Candia in the Mediterranean, at the eastern extremity, is in lat. 35 deg. 0 min. and long. 27 deg. 3 min. E.

SALONA, on the coast of Dalmatia, or N. E. shore of the Adriatic Sea, or Gulf of Venice, was anciently a considerable city, but is now only a mean little port town, situated on a bay of the gulf, in lat. 44 deg. 10 min. N. and long. 17 deg. 29 min. E.

SALONI Island in the Archipelago, is a small island to the W. N. W. of Piper Island, and on the N. side of another island due W. of Piper Island, a chain of islands continuing due W. from thence to the main to the Cape Volo, the E. entrance of the Gulf of Volo to the northward of the N. W. end of the Island of Negro Pont.

SALONICHI Gulf, is an extensive inlet in the N. W. part of the Archipelago sea, at N. W. from Saloni Island just mentioned, and round Cape St. George or the N. point from Cape di Volo.

SALONICHI Port, or the ancient **THESSALONICA**, is a famous trading city, near the N. part to the eastward of the gulf of Salonichi, in the Archipelago Sea, and the capital of Macedonia in European Turkey. Here is a large river the mouth of which is navigable for great ships, and is much frequented; but there are pilots to direct all ships that come from the southward. It is in lat. 40 deg. 41 min. N. and long. 23 deg. 8 min. E.

SALSETTE Island, otherwise called **CANORIN**, is an island of the W. coast of the hither India, divided from that of

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Bombay by a narrow channel of about half a mile in breadth, and fordable at low water. It is about 70 miles in compass, being 20 in length and 17 in breadth, and is very low, having several channels from the sea. It is very fertile in rice, sugar-canes, and fruit. The lat. is 19 deg. 15 min. N. and long. 72 deg. 15 min. E.

SALT Bay, on the coast of Brazil. See SALINAS.

SALT Key, a small island or rock so called, one of the Bahamas, in the West Indies, is in lat. 21 deg. 30 min. N. and long. 71 deg. 3 min. W.

SALT Island, one of the smaller Virgin Islands, situated to the W. of Cooper's Island, in the channel called the King's Channel, and Sir Francis Drake's Bay, and to the E. of Peter's Island. It is in lat. 18 deg. 4 min. N. and long. 63 deg. W.

SALT Island, on the S. coast of the island of Jamaica, is off Old Harbour, at N. N. E. from Portland Point, having Pigeon Island on the E. of it, with channels between them into the harbour.

SALT Key, a small island so called, in the West Indies, which is situated in lat. 21 deg. 30 min. N. and long. 71 deg. 3 min. W.

SALT POND Bay, on the S. coast of the island of Jamaica, in the West Indies, is to the eastward of Port Royal, having Yallah River also on its W. and White Horse Cliffs and Two Mile Wood to the E.

SALT POINT Hill, is on the larboard shore of the entrance into Port Royal Harbour on the S. coast of the island of Jamaica, in the West Indies, and one of the marks for sailing into that harbour. When this hill bears W. by N. from a ship at anchor in the harbour, and Plumb Point at E. N. E. there will be 9 fathoms.

SALT River, is a large river of the gulf of Bengal, in the kingdom of Pegu, on the N. E. part, at the mouth of which is the island called Little Negrais. It is navigable far up for ships of the greatest burden, observing only that on the larboard side going in there is a ledge of rocks about a pistol shot from the shore, which comes dry at low water. If it should be necessary, ships may keep them close on board without any danger; but in standing over to the eastward, there is

4 fathoms water. The best ground to ride in, if ships are obliged to stop for a tide is under these rocks, because there runs but little ebb or flood.

SALT River, in the River Hughly, not far from its mouth, above which in coming from the Barabullo, it will be necessary for ships to edge off from the shore, to avoid a ridge of hard ground that lies about the offing in that river, when a ship will enter the Swatch between the Braces. The Salt River Tree will then bear at N. N. W. or N. by W. about 4 miles from the shore, in soft ground and a depth of from 3 fathoms to 3 fathoms and a half at low water. Here ships must anchor, and stay till high water, to go over the Braces into the open bay with the first of the ebb; and on weighing, steer away W. by S. or W. S. W. but not more southerly, because the first of the ebb sets off directly from the shore.

SALT River, is on the N. shore of the island of Jamaica, in the West Indies, round the point of Galina to the eastward, and nearly due S. from it. It falls into a bay, from the hills within land near the coast, called Succabus Bay.

SALT River, a small arm of the sea so called, which separates the island of Guadaloupe, in the West Indies into two parts, and communicates with the ocean on both sides of the island. It is about 15 or 16 paces broad, and above 2 leagues in length; and its flux and reflux are the same with the sea on the coasts. The navigation of it is dangerous, neither will it bear vessels of more than 25 tons.

SALTASH, up the River Tamar which falls into Hamoaze at and above the town of Plymouth Dock, is on the Cornwall shore, and the moorings for the smaller line of battle ships are laid down, very nearly up to the town, as far as a bank which there lies in the river will permit. It is in lat. 50 deg. 25 min. N. and long. 4 deg. 17 min. W.

SALTEES Haven, on the S. W. coast of Spain, is between the Guadiana and Seville Rivers. It is a difficult place, and ships that attempt to go in there must take pilots. Its river goes up to the N. W. to Odyn.

SALTEES Rocks or Islands, off the S. E. part of the coast of Ireland, are two in number, and of these the southernmost is the largest, situated about half way be-

tween the haven of Waterford and the point of Carnaroot, and about half a league from the shore. They are due E. 3 leagues from the tower of Waterford. Ships may sail through between them in 5, 6, and 7 fathoms, keeping nearest to the northernmost or smallest island to avoid some sunken rocks that lie at the N. end of the great island, and are dry at low water. There also runs off a ledge from the northernmost or smallest island towards the main land; it has been said that people used formerly to go over on foot, where ships may now sail over. The channel between these islands and the main, is about two-thirds from the islands, and one-third from the main, which has above 2 fathoms at low water. The Kinbegh Rock is about half a league without the southernmost island of the Saltees; from which about the same distance at S. W. is the sunken rock called Kilmore, and S. by W. from the W. end of the Saltees. The Frails or Furlas, to the S. E. from the greatest island of the Saltees, are to the E. of Kinbegh, and are only to be seen at low water; and the Tuns, the southernmost of some rocks, are to the N. E. from the Saltees, of which the northernmost is known by the name of the N. rock. The Truncheon Rock is also at E. N. E. from the greatest island of the Saltees, and S. W. by W. from Carnaroot. Under the islands of both the Saltees ships may ride; under the greatest at the N. W. side nearest to the N. end; and the mark to know the road is a black rock like a boat turned bottom upwards, right against which is anchorage in from 7 to 9 fathoms, and good sandy ground, and land locked for E. S. E. for S. E. and for S. winds. A S. W. wind blows right along the shore; and if a ship anchors nearer to the shore than 5 fathoms or thereabouts, the ground is rough. Ships may also ride under the smallest island at the E. side in 7 or 8 fathoms, so that the N. point of the island may be at N. N. W. where they will be land locked for S. W. and N. W. winds.

To sail without the Saltees, in coming out of Waterford, keep at E. S. E. but not more easterly, to avoid the foul ground to the southward. These islands are in lat. 52 deg. 7 min. N. and long. 7 deg. 47 min. W. and it is high water about them on full and change days at half past 5 o'clock.

SALTFLEET Haven, on the coast of Lincolnshire, is about 2 leagues to the S. of the River Humber, and a little to the northward of the spire steeple called Wilgrip steeple; and about a mile from the shore, thwart of this haven is a sand called Sand Hail, that is almost dry at low water. Most ships pass without this sand, though, upon occasion, they may go through within it. The Rose Sand is to the southward of it, and bends out E. S. E. into the sea, lying off Saltfleet and Wilgrip.

SALT HILL Island, is at the entrance of the straits of Sunda, somewhat nearer to the island of Java than to the island of Sumatra.

SALTIER's Island, the same with Saltees, near the S. E. coast of Ireland. See **SALTEES**.

SALT Pits, or **SALINAS** del Piloto, on the W. coast of New Mexico, and on the North Pacific Ocean, is near Cape Corrientes, and is so called because that salt is made near it. When a ship is near the cape, and meets with squalls of wind at N. W. there is a parcel of upright crags near the sea, for which a ship must directly make, as there is very good anchorage close up to the S. E. sheltered from all winds between the N. W. and S. W. See **CAPE CORIENTES**.

SALT Scars, on the coast of Yorkshire are 3 ledges of rocks so called, to the southward of the mouth of the River Tees about half a league at E. N. E. into the sea. They are very foul and stony, and are dry at low water; being very flat on the N. side, so that ships may sound about them in from 5 to 7 fathoms, but on the S. side they are so steep that a ship may have 13 or 14 fathoms, and be upon them before it can heave again.

SALURE Island or Rock, of which an account has been given under Rio Roxo, on the coast of Spain, in the mouth of which it is situated. See **ROXO**.

SALVADI Island, on the E. side of the Archipelago, very near to a projecting land of the coast of Asia to the northward from Stantio Island. This small island is at E. S. E. from the island of Patmos.

St. SALVADOR, otherwise called the City of the Bay, is within the spacious and extensive bay of All Saints, or Bahia de Todos Santos on the coast of Brazil, in South America, a part of which forms the harbour of St. Salvador. The city which

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which is a magnificent and opulent place, stands upon an high and impregnable rock that commands the harbour, and is well defended with fortifications. One of the grand fleets or flotillas of Portugal, comes here annually, and the central situation of this harbour between Pernambuco on the N. and Rio Janeiro on the S. occasions its being made the rendezvous of the two other flotillas on their return from those ports to Europe. The lat. is 13 deg. 30 min. S. and long. 40 deg. 10 min. W. See ALL SAINTS.

St. SALVADOR, is a small city in the province of Guatemala, seated at the head of a river of New Mexico, about 12 miles up from the Pacific Ocean, in lat. 13 deg. 5 min. N. and long. 90 deg. 3 min. W. It is 4 leagues to the eastward of the hill called Bernal. See SACATECOLULA.

Lower SALVAGES Island, in Hudson's Straits near the coast called the North Main, on the coast of North America, is in lat. 62 deg. 32 min. N. and long. 70 deg. 48 min. W. and has high water on full and change days about 12 o'clock.

Upper SALVAGES Island, in Hudson's Straits, in North America, is in lat. 61 deg. 48 min. N. and long. 66 deg. 20 min. W. and has high water on full and change days at 1 o'clock.

SALVAGES Islands, are small uninhabited islands between the island of Madeira and the Canaries, and 27 leagues to the N. of Point Nago in Teneriffe, in the North Atlantic Ocean. The Deserters, corruptly called by English sailors, the Deserters, are 43 leagues to the N. of them. The lat. is 30 deg. 0 min. N. and long. 15 deg. 54 min. W. The variation here in 1770 was 17 deg. 50 min. W. The S. W. end of the Salvages is foul far off into the sea, so that ships are recommended to run farther about to the eastward of it than to the northward. Three or 4 leagues to the S. W. from that point amongst other rocks is one large rock which shews at a distance like a sail. On the S. E. side of the Salvages is a good road for a N. W. and W. wind.

SAM's River, on the N. E. coast of the island of Jamaica, in the West Indies, is to the N. W. of Spanish River, and nearly off the hills contiguous to Crawford Town.

SAMA Island, one of the Philippine

Islands so called in the eastern Indian Ocean, is situated between Luconia or Manilla and Mindanao. It is about 130 leagues in compass, and is mountainous and craggy.

Morro de SAMA, or Headland of Sama, on the coast of Peru, on the W. coast of South America, and on the South Pacific Ocean, is 2 leagues to the westward from Guaya, and 12 leagues in the same direction from Arica, about N. W. by W. The coast is low land from Arica to Guaya, and then becomes a steep shore, which makes the road good, the anchoring place being about half a league to the windward of Sama River. Ships may wood and water here more conveniently than at any other port or harbour on the coast, though there runs a great surge of the sea both in the road and in all the bay from Arica to Sama. From hence to the River Ylo or Hilo it is 8 leagues to the N. W. Sama is in lat. 18 deg. 20 min. S. See GUIACA.

SAMAKE Island, in the Indian Ocean, is in lat. 26 deg. 16 min. S. and long. 49 deg. 5 min. E.

SAMANA, or SUMANA Cape, is at the E. end of Sumana Island, at the E. end of Hispaniola, in a large bay of the coast on that part of the island, about N. N. W. from Cape Raphael, on the main island. It is to the S. E. easterly from Cape Carbon, another point on the same island, and is in lat. 19 deg. 15 min. N. and long. 69 deg. 16 min. W. See BANISTER'S Key.

SAMANDRACHI Island, in the Archipelago, near the N. shore off the mouth of the gulf of Coridia, and near the island of Embro, to the northward of the entrance of the Dardanelles. It is not so large as Embro, being only 17 miles in circuit, and lies at N. W. by N. from it, in lat. 40 deg. 34 min. N. and long. 25 deg. 17 min. E.

SAMAR, SAMARI, or SAMAL Island, frequently called TANDAY, is an island of Asia, in the eastern Indian Ocean, and one of the Philippines, situated to the S. E. of Luzon. Cape Spirito Santo on this island is usually the first land made by the Manilla Galleons, where Commodore Anson, in 1744, took one of a very great value. The island is about 320 miles in circumference, and is full of craggy mountains, between which are fertile vallies,

Cape SAMARIS, on the S. coast of Sicily Island in the Mediterranean, is 15 leagues at E. S. E. from Leacota, and 17 leagues to the W. of Cape Pafaro or the S. E. point of the island.

SAMBA or *ZAMBA* Bay, is to the westward of the point of Samba, having 4 islands before it called the Arenas, that render it an excellent shelter for ships in case of distress, from any quarter; as ships may run in either round or between them, and anchor almost any where at pleasure. For these islands break off the force of the sea that runs very high on all this coast, especially with a N. or N. E. wind, which usually blows longest here and with most violence. It affords conveniences also for careening and repairing ships and boats, with wood and water. Excepting in the times of the tornadoes, when the wind will sometimes turn round the compass in less than 2 hours, the N. and N. E. winds are the most prevalent. To anchor in the bay bring the island of Samba or Zamba at S. S. E. at 2 leagues distance from shore, and then will be found good gradual shoalings in from 15 to 25 fathoms.

Point SAMBA or *ZAMBA*, on the N. coast of the Spanish main, or of Terra Firma in South America, is due W. from the river of St. Martha, and to the westward of it is the bay of the same name.

SAMBA Island. See *SAMBA* Bay.

SAMBALLAS Islands, a multitude of small islands so called, that are scattered at very unequal distances, at 1, 2, 3, or 4 miles from shore and from one another, along the northern shore of the isthmus of Darien, and extending to a considerable distance. They form, together with the adjacent country, its hills and forests, which have a perpetual verdure, a most lovely prospect from the sea. These islands seem to be parcelled out in groups or clusters, between most of which are navigable channels, by which ships may pass through, and range along the coast of the Isthmus, the sea between them and the shore being navigable from one end to the other. There is every where good anchorage also, in firm and sandy ground, with good landing either on the islands or the main. In this long channel a number of ships may always find shelter from any wind, on which account it was heretofore a com-

mon rendezvous for the privateers of this coast. Most of these islands are low, flat, and sandy, covered with a variety of trees, and abounding with shell fish of several kinds. Some of them also afford springs of fresh water, and convenient places for careening ships. The long channel between the islands and the isthmus is from 2 to 4 miles broad, extending from Point Sanballat to the gulf of Darien and the coast of the isthmus is full of sandy bays, with many brooks of water.

SAMBALLAS Point, is a rocky point on the N. side of the isthmus of Darien, remarkably long and low, which is so guarded with rocks for a mile off at sea, that it is very dangerous coming near it. The lat. is 9 deg 40 min. N. and long. 78 deg. 43 min. W.

SAMBO River, the W. side of which is named Point Garachina, and is on the S. side of Panama Bay on the W. coast of the isthmus of Darien on the North Pacific Ocean. It is a pretty high point, but towards the river is low and swampy. The mouth of this river opens to the N. but the coast trends away to the N. E. to the gulf of St. Michael.

Cape SAMBOROUGH, on the coast of Nova Scotia in North America, on which is a light-house for the direction of ships, is in lat. 44 deg. 30 min. N. and long. 63 deg. 32 min. W. and has high water on full and change days at 8 o'clock. The variation here, about the years 1787, was 14 deg. 35 min. W.

SAMBOURICOU, or Tamarin Island, in the entrance of Sunda straits, is 4 leagues to the N. of Cracatoa Island. It has a high peaked hill on its S. end nearly of the same size and form as that of Cracatoa, which, without due attention, may be mistaken for it. That island may be known, however, from its southern situation with this and the other islands.

SAMBRAS Cape, on the S. coast of Africa, between which and Cape Ledo, the river Loanzo falls into the bay of Loanzo.

SAMBUE Rock, is about half a league to the N. E. from the N. W. point of the island of Guernsey, and off the N. shore of the island.

SAMGANOODHA or *SAMNANOODHA* Harbour, on the N. E. side of Oonalash-

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ka Island, in the N. Pacific Ocean, off the W. coast of North America, is in lat. 53 deg. 55 min. N. and long. 166 deg. 30 min. W. having a variation of 20 deg. E. In the channel between Oonalashka Island and the land to the N. which is about a mile broad, the flood sets rapidly from the S. or S. E. not less than 5 knots and a half an hour. This renders it necessary to take the flood to go through with. In the harbour, near the northern extremity of the channel, is 9 fathoms water over a bottom of sand and mud; and though the current is so rapid through the channel, there is very little tide in this harbour. On a perpendicular height it rises from 3 feet 4 inches to about 4 feet 4 inches. The harbour runs in about 4 miles, and is about a mile broad at the entrance, and the islands before it shelter it from the winds that blow from that quarter; it is narrow towards the head, not being above a quarter of a mile broad, where ships can lie land-locked in all winds, in 7, 6, and 4 fathoms water. It affords plenty of fresh water, but no wood of any size; and abundance of halibut, salmon, &c. may be obtained by fishing. It is 10 miles to the E. of Egooac Bay.

SAMIEN Island, is on the coast of Lapland, the S. W. point of it being in lat. 69 deg. 35 min. N. and long. 16 deg. 10 min. E.

SAMILITAM River, on the W. coast of New Mexico, is 4 leagues from Point Artela on one side, and 2 leagues farther to the river of Copalita. At Samilitam is an Indian town, where there is fresh water, and such other things as a ship's company may stand in need of. Going along the shore where the strand ends is the river, where ships may water as no great sea goes there; and a creek will be found within the point, in which boats may lie very quiet.

SAMOS Island, in the Archipelago or Aegean Sea, is about 10 leagues to the S. of Smyrna on the coast of Asia. Its inhabitants are supposed to be 10 or 12,000; and the island produces corn, besides wine, olives, and other fruits usual in warm climates. It is to the eastward of Nicarie Island, and its E. end almost reaches to Point Maria, a

projecting point of the main land of Asia. Its W. end bears N. W. by N. from the island of Stantio. The small Island of Fornio is off the S. W. end of Samos, at 2 miles distance, and forms the bocca or channel of Samos, on both sides of which the shore is steep and bold. The Island of Samos is very high land, and can be seen to the distance of 20 leagues at sea; but it has neither haven nor road on the S. side. The length of this Island is about 32 miles, and its breadth 22. It is in lat. 37 deg. 46 min. N. and long. 27 deg. 13 min. E. The Island of Nicarie is 2 leagues from it at W. S. W.

SAMOTHRACIA Island, a small island of the Aegean Sea, near the coast of Romania, or the ancient Thrace, the same with SAMANDRACHI, which see.

SAMPSON Island, one of the Scilly islands off the Land's End of Cornwall, which lies at N. by W. from the passage or channel of St. Mary's Sound, on the S. W. part of that island and to the northward of Broad Sound. It is rocky off the S. end, so that it must have a birth, either in turning round to the N. E. into the road from St. Mary's Sound, or in coming from the S. W. through Broad Sound. This island is a mark for sailing into the road, and the high land of Sampson being brought on Staveren, in coming through St. Mary's Sound, is the guide for keeping clear of the Spanish Ledge; and when a ship has passed that ledge, keep Castle Bryer, which is a high round rock, on with the low land of Sampson, and that will direct a ship clear of Bartholomew Ledge. See ST. MARY'S Sound.

SAMSO or SAMSOI Island, in Denmark, is an island of the Baltic Sea, near the coast of Jutland, at the distance of about 8 miles. It is about 8 miles long and 3 broad, and is very fertile and pleasant, being in lat. 56 deg. 2 min. N. and long. 10 deg. 33 min. E.

SANBALLAT Point, is to the N. W. from the island of Pines, near the mouth of the River Darien on the coast of the Spanish main, and is rocky, long, and low; and it is guarded by rocks a mile off at sea, which renders the approach to it dangerous. It is 3 leagues to the E. of Port Scrivan.

SANBALLAT Islands, near the coast of

of the Spanish main in the West Indies, are situated between the 3 islands called the Golden Islands and the island of Pines, the latter of which is divided into hills, and serves to ships at sea, as beacons. Among these islands of Sanballat, is the harbour of Tickle Me Quickly, besides many others, the chief of which is Springer's Key. These islands are very numerous, and very small, and afford almost immediate relief and security in any winds; and they are low, flat, and sandy, but abound with trees. See SANBALLOES Islands.

SANBALLOES Islands, on the coast of the Spanish main, are near 400 in number, of which Golden Island is the principal, and is plentifully stocked with provisions. We apprehend them to be the same, comprehending the Golden Islands, with those we have noticed under the similar name of Sanballat Islands. See SANBALLAT Islands.

SANCIAM Island, is a small island of Asia so called, in the eastern Indian Ocean, on the coast of the province of Quantong in China, being about 42 miles in circumference, and noted for being the burying place of St. Francis Xavier.

It is laid down in lat. 21 deg. 35 min. N. and long. 113 deg. 15 min. E. and is situated to the southward of the W. point of the opening of the land to Canton, without the numerous islands which are scattered in the opening, and about W. S. W. from the Ladarone Islands.

Falſe SANCIA M Island, is an island nearly as large as the other, and not far from it to the W. of it.

SANCORI Island, in the gulf of Siam, on the eastern coast of the peninsula of Malacca, is in lat. about 10 deg. 40 min. N. and long. 98 deg. 40 min. E. To the S. S. E. from it is Cornom Island, in lat. 10 deg. N. and long. 99 deg. E.

SANCTO MONTE Cape. See MONTE Sancto.

SANCTOS Bahia or Barra, or Saints Bay, is on the coast of Brazil, where the land lies almost due E. and W. for 20 leagues. The city of Saints or dos Sanctos lies in an island called Amiaz, on the W. side of the entrance into the harbour, as does the town of St. Vin-

cent. It is in lat. 24 deg. S. and long. 45 deg. 15 min. W.

SANDA Island, one of the small islands of the Orkneys, to the northward of Scotland. Between this island, Stronsa, and Eda, there is a channel into Stronsa Frith, and so to Wire Sound, and out at Weltra Frith. It is situated to the westward of Stronsa Island, and to the northward of Eda, and is larger than either of those islands. Off its N. W. point to the westward is the small island of North Ronaldsha.

SANDFORD, is one of the small loading places within Long Sound on the coast of Norway.

SAND Hail, a sand off the coast of Lincolnshire, which has been already noticed under Saltfleet, and is thwart of that haven, about a mile from the shore. It is almost dry at low water, and ships must run usually without it, and leave it towards the land. See SALT FLEET.

SAND HAMMER Point, on the S. part of the coast of Sweden in the Baltic, is 8 leagues nearly to the S. a little westerly from Alhuys. In rounding the S. land from the Sound to the Baltic, this point will be due N. at 2 leagues distance, when a ship is in 10 fathoms and the Island of Bornholm is at E. by S. or E. S. E. distant 4 leagues. From the point the course is N. N. E. for 2 leagues and then N. for 6 leagues to Alhuys. The island called the Rock, is E. N. E. northerly 16 leagues from the point.

SAND HILL Bay, in the island of St. Christopher's or St. Kitt's in the West Indies, is on the N. side of the peninsula at the S. E. end of that island, which runs in like a small gulf to the S. and is so named from the hills on the E. side of it. There are some rocks in the entrance, as on all this part of the coast. The bottom of the bay is but a small distance from the great salt pond which here takes up near two-thirds of the breadth of the island.

Cape SANDANA, in the island of Java, in the eastern Indian Ocean, is in lat. 7 deg. 42 min. S. and long. 114 deg. 25 min. E.

SANDLE Shoal or Bank, is the easternmost branch of the two banks, called the 4th bank, of the 4 Flemish banks between Ostend and Nieuport.

SANDO Island, an island of Japan on the N. coast of Nippon, having a town of

of the same name, and being near 30 leagues in circumference. It is in lat. 38 deg. 35 min. N. and long. 139 deg. 30 min. E.

SANDOWN, on the S. E. part of the Isle of Wight, is situated on a flat and marshy soil, at a very little elevation from the level of the sea, between the high hills of Bembridge to the E. and those of Shanklin and Boniface to the S. W. Here is a fort or castle, with a governor, officers, and men, to defend this part of the coast, which is the only accessible part to an enemy on that side of the island.

SANDWICH Bay, in the island of South Georgia, in the South Atlantic Ocean, is formed by the point called Cape Charlotte, and Cooper's Island at S. by E. from it, being also the extremity of the island, distant 8 leagues. Its lat. is 54 deg. 42 min. S. and long. 36 deg. 12 min. W. A lurking rock lies off from this bay, about 5 miles from land, and near it are several breakers. See *Cape CHARLOTTE* and *COOPER'S Island*.

SANDWICH Cape, on the coast of New Holland or New South Wales in the South Pacific Ocean, is the S. E. point of Rockingham Bay, and about 19 miles from Dunk Island, which is the N. W. boundary. See *ROCKINGHAM*.

SANDWICH Cape, on the island of Mallicollo, one of the New Hebrides in the South Pacific Ocean, is in lat. 16 deg. 28 min. S. and long. 167 deg. 59 min. E.

SANDWICH Harbour, on the coast of Kent in the English channel, is situated between Ramsgate and the S. Foreland, at the bottom of its bay, and at the mouth of the river Stour or Stour. It is very much choaked up, so as only to admit small vessels, that export corn, fruit, and garden seeds, which are produced in the neighbourhood. It is one of the Cinque Ports, and was formerly one of the chief ports of England. So long ago as the time of William the Conqueror it was deemed a Cinque Port, and the members which belong to it are Fordwich, Deal, Walmer, Ramsgate, Reculver, Stonar, and Sar, with Brightlingsey in Essex, 8 miles from Colchester.

About the year 1749, it was proposed to restore this harbour, but the project failed, and Ramsgate has been preferred. The description of the port at that time was favourable for the measure. The mouth of the Stour runs E.

into the sea at this haven, and has on each side the N. and S. Flats; of which the latter runs along the coast southerly, and the former trends out easterly for 5 miles to some rocks. On the S. of this haven and the beacon, a line of piles might be run out in the direction of E. N. E. in to 6 or 7 feet water at the lowest ebb of a spring tide, like that at Dublin; which would inclose and secure all the N. Flat, the haven's mouth, and part of the S. spit. The whole bottom is soft and oozy, and proper for ships to rest upon, and it is capable of containing near 300 sail of ships, of 12 or 13 feet of water, when they are most in danger of being driven from their anchors in the Downs. The opening into the harbour, when thus protected, would be half a mile broad; and it is to be observed that there is a strong blue clay under the ooze that will hold any piles. It is in lat. 51 deg. 19 min. N. and long. 1 deg. 15 min. E. and on full and change days has high water at half past 11 o'clock. This port by a late act of parliament (1795) is required to raise 74 men for the use of his Majesty's navy, as its quota or portion of 20,000 men to be sent from the ports of Great Britain.

SANDWICH Harbour, in the island of Mallicollo, in the South Pacific Ocean, for which see *Port SANDWICH*.

SANDWICH Island, off the W. end of New Ireland in the eastern Indian Ocean, is about 9 or 10 leagues across, and in lat. 3 deg. 5 min. S. and long. 149 deg. 15 min. E. It is 5 leagues from the coast, and probably has some good bays and harbours. There is a peak upon it, which is in lat. 2 deg. 53 min. S. and long. 149 deg. 17 min. E.

SANDWICH Island, on the S. W. side of the island of Tanna, one of the New Hebrides, in the South Pacific Ocean, near the middle port, where are 3 or 4 islands close to the shore, behind which there is probably safe anchorage. It is in lat. 17 deg. 41 min. S. and long. 168 deg. 33 min. E. It is also one of the New Hebrides, in the same ocean, and is about 18 leagues at N. N. W. from the island of Erromango, and 9 leagues to the S. of the island called Three Hills Island, and 75 miles in circuit, extending about 30 miles from N. W. by W. to S. E. by E. From the S. end of Mallicollo Island to the N.

N. W. end of Sandwich Island is 22 leagues to the S. S. E.

SANDWICH Islands, a group of islands so called in the North Pacific Ocean, are 11 in number, and extend from lat. 18 deg. 54 min. to 22 deg. 15 min. N. and from long. 150 deg. 54 min. to 160 deg. 24 min. W. They are nearly situated at midway between the port of Acapulco on the W. coast of New Mexico and the island of Guam, one of the Ladrone Islands; on which account they are extremely well situated for watering and refreshing. The natives give them the name of Owhyhee, Mowee, Ranai, Morotoi, Tahoorowa, Woahoo, Atooi, Neeheehcow, Oreehoua, Morotinne, and Tahooru; all of which are inhabited, except the two last, and are mentioned distinctly under their proper heads. The climate of these islands is very little different from that of the West Indies in the same latitude, though perhaps they have the advantage of being more temperate; and what is still more desirable, there are no traces of those violent winds and hurricanes that render the stormy months so dreadful in the West Indies. These islands also have more rain; as the mountainous parts are generally enveloped in a cloud, and successive showers fall in the inland parts, with fine weather and a clear sky on the sea shore. Hence it is, that the inhabitants experience very few of those inconveniences, to which many of the tropical countries of the globe are subject, either from heat or moisture. In the winter months, the winds are generally from E. S. E. to N. E. Their vegetable productions are nearly the same with those of the other islands in this Ocean, but the taro root is of a superior quality. It is observable, that the bread-fruit-trees are not so thriving or abundant here as in the rich plains of Otahite in the southern ocean, but that they produce double the quantity of fruit. Their sugar canes are of a very unusual size, of which some have been measured that are 11 inches and a quarter in circumference, and having 14 feet that is eatable. There is also a root of a brown colour that is shaped like a yam, and is from 6 to 8 pounds in weight, its juice being very sweet, and of a pleasant taste, besides its being an excellent substitute for sugar. They have the art of making salt, and of a good quality.

SANDWICH Land, is in the South Atlantic Ocean, and the southern Thule perhaps the most southerly land that has at any time been discovered. It is probably connected with Freezland Peak, and the deep bay called Forster's Bay, the shore of which is low land, seems to unite them. Cape Bristol lies behind the peak to the eastward; and it seems that Cape Montague, which is 8 leagues to the N. from Cape Bristol, is also connected, as there is land between them. At this land is a great westerly swell, and no anchorage any where to be found; its bays and ports, even in the midst of the summer, answering to our first of August, when the summer sun may be supposed to have had its full effect, are blocked up with ice, and the whole country from the summits of the mountains to the very brink of the cliffs which terminate the coast are covered many fathoms thick with everlasting snow. See the several Capes.

SANDWICH, in the Island of Malli-collo, one of the New Hebrides in the South Pacific Ocean, is a very good harbour on the N. E. side of the island, but not far from the S. E. end, in lat. 16 deg. 25 min. S. and long. 167 deg. 57 min. E. on a mean of more than 30 sets of observations. It lies in at S. W. by S. about a league, and is about a mile in breadth. A little way from each point there extends out a reef of rocks; but the channel is of a good breadth, and has from 40 to 24 fathoms water, and in the port there is from 20 to 4 fathoms. Ships may lie in the harbour so near the shore, as to cover their people who may be at work upon it; and it is so sheltered that no winds can disturb a ship at anchor there. If a ship goes in at S. S. W. it may anchor in 11 fathoms not 2 cables length from the S. E. shore, and a mile within the entrance. Here is plenty of wood, but no water. We must also caution seamen against some reddish fish that are caught here, as big as a large bream, and called by Quiros by the name of Pargos, which have been found to be of a poisonous quality.

SANDWICH River, otherwise called HAWKE's River, about 2 miles within Chebucto Harbour in Nova Scotia. See HAWKE's River.

SANDWICH River, at the bottom of Barnstable Bay, on the coast of New England in North America, near the narrowest

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narrowest part of the isthmus which separates it from Buzzard's Bay to the S. W. the peninsula of Barnstable running up to the N. E. and N. as far as Cape Cod. The town of its name is not 2 leagues to the E. of Buzzard's Bay by land, though between 50 and 60 leagues by the sea round the peninsula, including the Islands of Elizabeth, from the bottom of that bay. Notwithstanding its fine situation, it is but an inconsiderable place, as it has no harbour, and the approach to it is very much impeded by sands.

SANDWICK Bay, in the islands of Shetland, is an inlet which is about 6 miles N. from Sumborough-head Island. It runs in N. and N. by E. and though it is small, has anchorage in 7 fathoms. See SUMBOROUGH. Sandwick Hill or Wart-hill is very remarkable, and may be seen far off at sea, before any other part of the island appears. The time of high water here on full and change days is a little before 10, when it rises 8 feet, but at neap tides only 5 feet.

SANDY Bay, or Philipet Cove, is to the eastward of the entrance into the harbour of Port Mahon in the island of Minorca in the Mediterranean. Take care of a sand bank, which is off the point of the land of Philipet Fort, as well as of another which lies off the eastern point.

SANDY Bay, on the N. coast of Africa, is to the W. of Algiers, which, with the bahyras or gardens on its W. is completely under the command of the castle of Sitteet Akoleet to the N. W.

SANDY Bay, on the W. coast of Africa, is to the eastward of Cape Palmas. After passing the reef off that cape, and steering in again to the E. S. E. for the shore, till the ship has got a depth of from 21 to 28 fathoms, it will be off this bay.

SANDY Bay, at the E. end of the Island of Jamaica in the West Indies, is about 2 leagues to the N. of Mauchaneel Harbour, and to the southward of Mulatto River. The coast here runs very nearly N. and S. and about 3 leagues farther N. trends away to the N. W.

SANDY Bay, at the N. W. extremity of the Island of Jamaica in the West Indies, having Stoddard Bay to the E. and Green Island to the W.

Little SANDY Bay, on the S. E. part of the island of Jamaica in the West Indies, is little more than a league to the W. from Point Morant, at the S. E. angle of the island, between Mangrove's Bay on the E. and White Bay on the W.

SANDY Bay, in the straits of Maghellan, is on the Patagonia shore or main, and in lat. 53 deg. 9 min. S. and long. 72 deg. 13 min. W.

SANDY Bay, on the N. E. part of the northern island of New Zealand in the South Pacific Ocean, is to the westward of Knuckle Point, and is large and deep; in the middle of which, a little within land, is the high mountain called Mount Camel. The coast of the bay, except near this mountain, is mostly low and barren, and affords nothing whatever for the use of a ship.

SANDY Cape, on the E. coast of New Holland in the South Pacific Ocean, is in lat. 24 deg. 45 min. S. and long. 153 deg. 9 min. E. It can be seen off at sea to the distance of 12 leagues in clear weather. A reef runs out far from it to the N. half W. so that at 8 leagues distance in that direction, a ship will but pass over the tail of it in 6 fathoms in lat. 24 deg. 22 min. S. It is called Break Sea Spit. The current to the southward of this cape as high as to lat. 32 deg. sets to the southward at the rate of 10 or 15 miles a day. Though it has not been ascertained whether the flood-tide comes upon this coast from the S. E. or N. it certainly comes from the N. E. when in lat. 24 deg. 30 min. and yet at 30 leagues farther to the N. W. it as clearly sets in from the E. and at the N. side of Keppel's Bay from the N. The tides on this coast are indeed very changeable; but one thing has been remarked, that the night-tides, on the springs, are full 3 feet higher than the day-tides.

SANDY Cays, in the island of Jamaica, are amongst the numerous rocks, islands, and shoals, that lie off from the entrance of Port Royal Harbour.

SANDY Cove Point, is the W. head or point of the entrance into the harbour of Kinfale on the S. coast of Ireland. It is foul and rocky, and must therefore have a small birth. See KINSALE and PREHAIN.

SANDY Cove, is to the N. westward round the point of Cape Ann, or the N. limit of Massachusetts Bay on the coast of

of New England in North America; it is not very deep, and is situated between two headlands, in lat. 42 deg. 45 min. N. and long. 70 deg. 30 min. W.

SANDY Harbour, on the E. side of the island of St. Lucia in the West Indies, but near the S. E. angle, into which a small river, though as large as any one on the island, discharges its waters. The S. point has the same name.

SANDY Hook, is a long point of land belonging to New Jersey in North America, and running up N. so as to form the larboard limit of the entrance to the westward to the opening of the channel up to the city of New York. There is a Middle Ground without it, lying in a direction almost parallel to the main land, or rather island, which forms the hook; for the peninsular part was broke through by the sea in the winter of 1777-8, and thereby became an island. From the N. E. side of this Middle Ground, due N. to the S. E. point of the land called the East Bank, is the bar over which ships must pass along the S. part of the said bank in from 4 to 6 fathoms water, until the channel of New York opens between it and the West Bank at N. by E. The point of the hook may be approached pretty near to avoid the bank, after bringing it on at W. S. W. sailing on W. between 2 and 3 miles beyond it; when the channel of New York will be fair to the N. by E. easterly, or that of the Raritan at W. by N. for Perth Amboy. On the bar of the channel there is 4 fathoms water; and on the point of the hook is a light-house with one lantern for the direction of ships into the bay. We have accounts which state the situation of the sands to be different; but we have given the latest authorities that have come to our hands, in which it is natural to place most confidence, though strangers would do well to take a pilot.

SANDY Island, in the Eastern Indian Ocean, in lat. 10 deg. 40 min. N. and long. 112 deg. 48 min. E. and is a low sandy place.

SANDY Island, a very small island off the W. coast of the island of Antigua in the West Indies, is W. a little northerly from the most westerly point at the trending eastward from the S. into

St. John's Bay, and not quite 2 miles from the shore. It is surrounded on all sides but the E. with rocks, and a reef of rocks runs out from it for a mile at W. by S. southerly, within which there is from 8 to 12 fathoms.

SANDY Point, is the extreme S. E. point of the peninsula of Barnstable county, on the coast of Massachusetts in New England. See **CAPE MALABAR**. It forms the N. point of the sound or strait between the main land and Nantucket Island; from which a pretty large sand stretches to the eastward, from whence it first obtained the name. Its lat. is 41 deg. 24 min. N. and long. 69 deg. 35 min. W.

SANDY Point, in the island of Tobago in the West Indies, is in lat. 11 deg. 6 min. N. and long. 60 deg. 37 min. W.

SANDY Point, otherwise called **BELTATES Point**, is the most westerly point of the island of St. Christopher's or St. Kitt's in the West Indies.

SANDY Point, or **Hook**, near New York. See **SANDY Hook**.

SANDY Point, in the island of St. Lucia, is at or near the S. E. part of the island, and the southern limit of Sandy Harbour. See **SANDY Harbour**.

SANDY Point, in the island of Antigua in the West Indies, is near the S. E. part of the island, on the larboard side of the opening into Willoughby Bay. Some modern charts have a small island there in the midst of a reef along the shore, called Sandy Island. See **WILLOUGHBY Bay**.

SANDY Point, in the straits of Maghellan, at the southern extremity of South America, is in lat. 53 deg. 10 min. S. and has plenty of wood and very good water. The sea near it is every where shoal, and breaks very high upon it; but about a mile from shore, at the distance of 5 leagues from the point at S. by E. half E. there is 32 fathoms and anchoring ground; and at 4 miles to the S. S. E. from the S. point of Freshwater Bay, the land is seen to trend away at S. E. by S. See **FRESHWATER Bay**.

St. SANEVEUR Island, is a large island on the N. coast of France, and one of those between the Seven Islands and Lanion Haven, that lie close to the shore.

SANGONAIRE Cape, in the island of Corsica

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Corfica in the Mediterranean, is to the W. of the gulf of Hiace or Ajaccio, of which it is the extreme N. W. limit. There is a single tower upon it, and off the point are very small islands near the main, and one somewhat larger, but surrounded with rocks, a little farther out, but called by the same name.

SANGONAIRES islands, the small islands lying off Cape Sangonaire, on the W. coast of the island of Corfica in the Mediterranean. There is a narrow channel through between two of the smallest islands near the shore, and not less than 5 fathoms in the shoalest and narrowest part.

SANGUIN River, on the W. coast of Africa, otherwise called SANWIN, lies under Cape Formosa. Ships may anchor here in from 23 to 25 fathoms; but the ground is rocky, and not very fit for anchor-hold. The river is only navigable for large boats and shallops.

SANGUM Island, is a small but long and narrow island of the Eastern Indian Ocean, in lat. 4 deg. 0 min. N. and long. 124 deg. 20 min. E. and nearly due N. from the N. E. point of the island of Celebes.

SANIEN Island, on the coast of Lapland in the northern Ocean, is in lat. 69 deg. 30 min. N. and long. 14 deg. 30 min. E.

SANILLA Shoals, off the island of Jamaica in the West Indies, are to the W. of the Saronilla Shoals, that lie 25 leagues to the westward of the Pedro Shoals; and all of them lying between Portland Point and the Little Camines. These of Sanilla lie beyond Point Negril, which is the westernmost point of the island. They are surrounded with rocks, and must be carefully avoided.

Cape SANITOS, or SANITOUCHE, is the S. E. point of the gulf of Hiace or Ajaccio, on the W. coast of the island of Corfica in the Mediterranean. It is rocky round the cape, and on the land along the coast to the N. E. are several towers, and one large one near the point of the cape. It is also the N. W. point or limit of a gulf called the Moro Plain, from the name of the adjoining shore.

SANSIGO Island, at the S. end of the island of Ossero, where there is an excellent road for ships, with clean ground, and any depth of water at pleasure, and secure from all winds. It is on the N.

E. shore of the gulf of Venice on the coast of Dalmatia. To the N. W. of the island there is a foul bank, at the distance of somewhat less than a league, though there is water enough over it; but if a ship should drop an anchor there, there will be some danger of losing it, but the ground, on the contrary, is clean and good both within and without it. See OSSERO. The island of St. Pedro de Nino is 3 leagues to the E. of Sansigo.

SANSON, or TESSON, on the N. coast of Spain, or the S. shore of the bay of Biscay, is 4 leagues to the westward of Villa Vitiola to the out point. A small peninsula, on which is a tower, stands to the E. of it; and between Sanson and that tower is a good road in 6 or 7 fathoms. There is also a good road on the W. side of Sanson, before the little haven of the same name, in from 6 to 7 fathoms. Gion is to the westward of it, with a pier or head that is placed off, under which the fishermen lay their barks.

SANSONATE Port, or SANSONETTE, on the W. coast of New Mexico, is in lat. about 13 deg. N. Point Remedios is the southern limit or opening of the port. To put into this port, while a ship is out at sea, it must first make the burning mountain that has the top broken off, and looks whitish from the quantity of ashes about it. There is another little burning mountain to the N. W. about 3 leagues from this of Sansonate, near which are 3 or 4 small sugar-loaf hills; when these mountains are brought one in the other, a ship may go fair with the port. To ride safe in the harbour, keep the ridge of Paneca, the name of the smaller burning mountain, at N. by E. in 7 fathoms, and the mouth of the river at N. distant a quarter of a league. Give the sands, on going into the port of Sansonate, a good birth about Point Remedios; and as the whole bay, which makes the port of Sansonate, is shoal, it is recommended to sound on going in till the burning mountain is brought at N. by E. Having got into 12 fathoms, keep that depth and anchor before the store-houses, which will be seen upon a crag or rock, about half a league from the land, where will be found the best anchoring ground. Come no nearer to the shore than 11 fathoms; for the

water-rats will gnaw the cables, and must be watched attentively, to prevent their destructive operations. To ride safe here, keep the burning mountains at N. by E. and the mouth of the river at N. E. but it is necessary to be careful in going on shore, as there goes a great surf for the most part; and the best place to prevent staving the boat, is to land near a parcel of stones before a cross in a nook or corner. It is 7 leagues from Sanfonate to the river Matcaloe.

SANTA CLARA Island, is an island of the South Pacific Ocean, in the bay of Guayaquil on the coast of Peru in South America, and about 80 miles to the S. W. of the city of Guayaquil, being in lat. 3 deg. 18 min. S. and long. 80 deg. 16 min. W.

SANTA CRUZ, is a town of Africa on the coast of Morocco, having a harbour and a fort, at the extremity of Mount Atlas on the Cape Aguer, in lat. 30 deg. 38 min. N. and long. 10 deg. 7 min. W.

SANTA CRUZ, is a small town of the island of Cuba in the West Indies, about 21 leagues to the E. of the Havannah. It has a good harbour at the bottom of the bay of Matanzas, and is in lat. 23 deg. 12 min. N. and long. 81 deg. 5 min. W.

SANTA CRUZ Island, one of the Caribbee Islands so called in the West Indies, at the distance of about 8 leagues to the S. E. from Porto Rico Island, and 5 leagues to the S. of St. John. It is about 8 or 9 leagues in length, and but 2 in breadth; being flat and without mountains, and is but badly watered. The town of Christianstad, where the harbour is, stands on the N. side of the island. There is a large bay on the N. side, having in the middle of it a small island, and on the W. side of this bay is the residence of the governor. It is in lat. 17 deg. 49 min. N. and long. 63 deg. 33 min. W.

SANTA CRUZ Island, is a large island of the South Pacific Ocean, and one of the most considerable of those called Solomon's Islands, being about 250 miles in circumference, and situated in lat. 10 deg. 21 min. S. and long. 130 deg. 0 min. W.

SANTA CRUZ Road, a place of anchorage for ships on the E. side of the island of Teneriffe, where ships fre-

quently call to take in water, which is very plentiful here. It is defended by many small batteries, and a strong fort; but as the sea is very deep near it, they are all exposed to the attack of ships. The lat. of the town is 28 deg. 27 min. N. and long. 16 deg. 16 min. W.

SANTA FE Bay, is one of the bays of the N. coast of South America, to the westward of Comana Gulf, in the entrance of which there is a large rock or island, above water, called Borats, having two others without it that are known by the name of Crocus.

SANTA Island, or Holy Island, is opposite to the port of Ferol on the coast of Peru, and on the South Pacific Ocean. It is at the distance of a league from the port and city of Santa, in the direction of S. W. and the same distance from Ferol, which lies eastward from it. Acarima is at S. E. by S. from it, distant 10 leagues, the land between being all very high; and to the N. W. is Cape Chao, at the distance of 6 leagues.

SANTA MARIA River, is a river of the isthmus of Darien, which falls into the gulf of St. Michael in the Pacific Ocean. The tide flows up it for 8 or 9 leagues, and so far it is navigable; but it afterwards consists of two branches, which are only fit for canoes. The town of its name is about 6 leagues from its mouth, the country about it being low, woody, and very unhealthy, in lat. 7 deg. 30 min. N. and long. 82 deg. 20 min. W.

SANTA Port, on the coast of Peru, and on the South Pacific Ocean, is to the N. E. from Santa Island, in the mouth of a river of the same name. Ships may pass into the harbour on either side of an island which lies just before the harbour, and extends a league due N. and S. and anchor in from 7 to 8 fathoms and clean ground; and in going in will be seen some trees about half a league up on the starboard side, behind which is the town.

SANTA River. See **SANTA** Port.

SANTEE River, a large river of South Carolina in North America, that falls into the North Atlantic Ocean from the N. W. by two channels, which are formed near its mouth by a long and narrow island that lies nearly due E. and W. That channel, which is on the N. side, is called the North Santee, and

and the other the South Santee. They are about 3 leagues to the N. N. E. from Cape Carteret.

SANTES Port, off the W. coast of France. See SAINTES.

SANTFORD, on the coast of Holland, is at the distance of 3 leagues from Northwick, and has a spire steeple; and a little way to the southward of it is a very high beacon on a black sand-hill that has the appearance of a steeple, and to the northward of Santford the church of Haerlem will be seen far within the land, as if over a white sand hill, which shews like a dagger (†), and has a very high spire steeple upon it. The smaller spire of Brecknefter appears also beyond it to the northward. The coast falls in here and makes a large bay. It is 3 leagues from Santford to Wick, where is a square tower steeple. The high steeples on the coast, as Inner Egmont, Wick, Santford, and some others, will be seen 5 leagues off at sea, before the sand-hills on the shore are observed.

SANTILLANE, is a sea port of Spain in the Province of Asturias, in lat. 43 deg. 34 min. N. and long. 4 deg. 32 min. W.

Carpo SANTO Island, in the Indian Ocean, is in lat. 6 deg. 30 min. S. and long. 56 deg. 39 min. E.

Porto SANTO Island, in the N. Atlantic Ocean, is about E. N. E. from the Island of Madeira, having several small islands or rocks scattered round it. On the W. side, opposite to the island of Madeira, is a bay where there is anchorage, without the small islands near the bottom of the bay, in 12 fathoms and from 15 to 20 farther from the shore.

SANTORINI Island, anciently called CALISTA and THERA, is an Island of the Archipelago, at the distance of about 7 leagues to the S. W. from Morgo Island and about twice the distance at S. E. from Melos. It is about 35 miles in circuit, and the whole island, which was raised out of the sea by a volcano, appears like a rock of pumice stone; it nevertheless produces barley, wine, a great deal of cotton, and some wheat, being covered with soil of a foot in depth. The whole island only contains one spring, so that the inhabitants are obliged to save the water in cisterns. Its lat. is 36 deg. 26 min. N. and long. 25 deg. 38 min. E.

SANTOS Port on the S. coast of

Brazil, for which see ALDEA and SAINTS.

SANWIN. See SANGUIN.

SAONA Island, is a small island near the S. E. Point of the Island of St. Domingo or Hispaniola in the West Indies. It abounds with pleasant woods and pastures, but is uninhabited, and only resorted to by fishermen, at the season when the turtles come on shore to lay their eggs. It is but 5 miles distant from the nearest part of the main island, and 3 to the E. of St. Cataline. The N. and S. sides of it are foul and rocky; and the E. side, where ships may ride in 7 or 8 fathoms water, is not well sheltered from the winds. Its length is between 7 and 8 leagues, and its breadth about 4 leagues. It is in lat. 17 deg. 15 min. N. and long. 69 deg. 16 min. W.

SAPALA Island, a mistake in some of the charts for Sapata. See SAPATA.

SAPATA Island, in the eastern Indian Ocean, is in lat. 9 deg. 54 min. N. and long. 109 deg. 57 min. E. It has been observed that in sailing through this ocean from Macclesfield Shoal which lies to the N. E. of this island, a current will drive a ship 20 miles a day more than her reckoning, and nearly in the direction of S. W.

SAPATRA Island, is also another name given in some charts, for the Island of Sapata.

SAPIENZA Cape, is the S. W. point of the peninsula of the Morea, at the extremity of what is sometimes called the Ionian Sea. The city of Modon lies to the E. of it, and the Island of Sapienza, which gives name to the cape, 2 leagues to the S. Also to the N. W. by N. about 11 leagues is the small Island of Siravelli or Staffadia, about 7 leagues to the S. E. from Zante Island. Between Cape Sapienza and the cattle of Modon there is a passage into the road before Modon; but there is no anchorage until a ship is within a mile of the castle. From this cape to Cape Matapan the course is E. by S. at the distance of 16 leagues.

SAPI Straits, in the eastern Indian Ocean, are in lat. 8 deg. 34 min. S. and long. 119 deg. 40 min. E.

SAPIENZA Island, is about 2 leagues to the S. from the S. W. Point of the Morea in the Mediterranean, having the smaller Islands of Cabrera and Venetico to the E. of it. At this island ships usually take pilots for Modon or Nava-

rin, or the other ports near that part of the coast. This island is in lat. 36 deg. 46 min. N. and long. 21 deg. 40 min. E.

SAQUEM, is a port town of the Red Sea, on the African shore, belonging to Turkey, more than 80 leagues to the W. of Mecca. It is in lat. 19 deg. 10 min. N. and long. 38 deg. 38 min. E.

SARAGOA or SARAGOZA Point, is on the N. E. side of the entrance into the River of the Salt, or Lagoa de Sal, on S. E. coast of Brazil. See SAL.

SARAGOSA, now called SYRACUSE, is 9 leagues at N. by W. from Cape Passaro on the coast of Sicily, and 26 leagues at S. by W. from Messina. See PASSARO.

SARAOUS, on the N. coast of Spain, is about 5 leagues to the westward of St. Sebastian, and 1 league to the W. from the River Orio. About 2 leagues to the W. from it is the Bay of Gataria or Counix. There is good anchorage at Saralous behind a small island in 10 fathoms water.

SARDAM is a sea port of Holland, about 7 miles to the N. W. from Amsterdam, and on the N. side of the River Wye, which usually contains vast magazines of timber and naval stores for the purpose of building and equipping ships, and where great numbers of shipwrights are generally employed. It was here that the celebrated Peter the Great, the Czar of Russia, resided, while he worked as a shipwright in the town. It is in lat. 52 deg. 28 min. N. and long. 4 deg. 45 min. E. It was heretofore deemed the greatest magazine for ship-timber and naval stores in the world; and it has been said that the ship-builders of this place would undertake on 2 months notice to build a ship of war every week during the year.

Cape Longo SARDO, the N. point of Sardinia Island in the Mediterranean Sea, and the S. shore of the Straits of St. Boniface, between that island and Corsica. It makes in several broken points, and is situated at the narrowest part of the Strait.

SARDINIA Island, in the Mediterranean Sea, is to the southward of the Island of Corsica, from which it is separated by the Straits of St. Boniface. Its length is about 140 miles and its breadth 60. The island is very fruitful in corn, wine, and oil, in those parts where it is cultivated; but the inhabitants take little pains to im-

prove the soil, or to render it productive. This island is extremely well situated for enjoying a large commerce; but the inhabitants are little disposed to profit from that circumstance. Though placed in a fine climate, between the lat. of 39 and 41 deg. N. and from long. 8 deg. to 12 deg. E. the air is deemed unhealthy; and this has been attributed partly to the many morasses in the island, from whence noxious exhalations proceed, and corrupt the atmosphere, and partly to the high mountains on the N. which intercept the winds from that quarter, and prevent their dispersing the pestilential effluvia. To these causes, perhaps, may be assigned their inactivity and lethargic manner of life, which, though less violently but with equal certainty, as the noxious winds of the Campagna of Italy, or at Palermo in Sicily, may enfeeble them to such an extreme, as to deprive them of all power and energy of action. Could these causes be removed by draining the marshes, it is highly probable that the effects would be very greatly diminished, though probably not wholly removed, as they must still remain deprived of the refreshing northern breezes. Perhaps if some of our lowland English fen-farmers were among them, they might greatly contribute to such an improvement, if they had an encouragement proportioned to the undertaking.

SARDINIS, on the N. coast of Spain, has on its E. point a sand-bay, where is good anchorage in 10 fathoms. It lies a little to the southward of the point of St. Andero, which is 4 leagues at W. S. W. from Cape Kefgo.

SARENA, on the coast of Chili in South America, and on the S. Pacific Ocean, is in lat. 29 deg. 40 min. S. and long. 71 deg. 15 min. W.

SARGEL, is a large and ancient seaport of Africa, in Tremesen, having a castle, about 25 miles from Algiers on the S. shore of the Mediterranean Sea, in lat. 36 deg. 30 min. N. and long. 2 deg. 15 min. W.

SARINHAYM River, on the S. E. coast of Brazil, and on the S. Atlantic Ocean, is opposite to the Island of Alexo, which is due W. from Cape St. Augustine. See ALEXO.

SARK Island or SERK, is a small Island of the English Channel, not far from the coast of Normandy in France,

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dependent of the Island of Guernsey, and about 2 leagues to the E. of it; and there is anchorage any where about it from 25 to 27 fathoms, though there are some rocks lying out from the N. end, which are partly above and partly under water, and others at the S. end which are all above water. The two little Islands of Ark and Harm are between Guernsey and Sark; of the names of these islands we have, however, been favoured with a correction from a native of Alderney, who says that what has usually been called Ark has the name of Jethou, and the larger of the two is called Erm. He says also that the name of this island should be SERK. It is in lat. 49 deg. 30 min. N. and long. 2 deg. 52 min. W. and has high water on the days of spring tides at half past 1 o'clock.

New SARK Island, or Lord EDGCUMBE's Island, is one of the Queen Charlotte's Islands in the S. Pacific Ocean, and has been already noticed. See Lord EDGCUMBE's Island.

Pedro de SARMIENTO Islands, in the S. Pacific Ocean, are about 80 in number, in about 50 deg. of S. lat. and probably the same with what are now called the Duke of York's Islands, on the coast to the northward of the W. end of the Straits of Magellan.

SARNE Island, on the W. coast of Africa, between which and the Island of Gonzana small vessels may run along by the main, keeping the shore on board, to the southward towards the Wyck and the River St. John, only taking heed of reef upon the coast of the Island Tyder to the point of Terra Gorda.

Cape SAROCH, on the S. coast of the Island of Sardinia, is between Cape Pulla, the extreme W. point of Cagliari Bay and that city, and about 4 leagues S. or S. S. W. from the city. About 4 leagues off, after passing Cape Pulla, appears like 2 hills or islands, though it is firm land, on which are 2 light-houses, the ground from Cape Pulla to this cape being mostly fair and sandy; and on the other hand towards Cagliari the land is low and forms a great bay, with good anchoring ground and an even sandy shore.

SARONILLA or SERRANELLA Shoals, off the Island of Jamaica in the West Indies, are 25 leagues to the W. of the Pedro Shoals, these being 12 leagues W. from

Portland Point. They are said to be in lat. 16 deg. 10 min. N. and about the middle of them the long. is represented as 80 deg. 45 min. W.

SARPHOPADA Island, one of the Archipelago Islands in the Mediterranean, having Serfante at S. W. Fermino and Piperi at N. W. and Sifanto at S. S. E.

SATALIA, is a town on the coast of Caramania in Asia, on the N. shore of the Levant Sea, or E. part of the Mediterranean. It is situated near the mouth of a river on its W. side, at the bottom of a gulf, about N. by E. easterly from Cape Celidonia, the W. limit of the gulf, and about N. W. from the E. limit, or W. point of the Port of Antiochetta. It bears also about N. N. W. from the W. end of the Island of Cyprus. It is 50 leagues at W. by S. from Cogni, and in lat. 37 deg. 1 min. N. and long. 32 deg. 21 min. E.

SATTINBURG, on the coast of Cambodia, in the eastern Indian Ocean, is about 20 miles to the N. E. and E. from the point of Siquell Janque, from which the Island of Taperhotie is about a league distant, and the Abbersflood's Shoals about 2 leagues and a half from that, and at the distance of 3 leagues from the main.

SATUVAL Haven, before which there lies off a great bank, is 10 leagues to the E. from Cape Spichel on Satuval Point. When the white castle, which is beneath the high land on the water-side, is at N. N. E. a ship will be before the haven's mouth. To sail over the banks into Satuval, coming from Cape Spichel, or Satuval Point, keep the W. point of Sezimbre a ship's length without the E. point, and steer E. and E. by N. until the E. castle of Pamela, which stands above Satuval, come in a valley over the white castle first mentioned on the water-side. Steer then N. N. E. right in with them, until the ship comes within the said white castle, and then in along within a cable's length by the N. land at N. E. by E. till the ship is before the town. In this course it must be observed, that the castle of Pamela will come under the land, so that a ship cannot see it; this will be remedied by marking a white house on the N. side of the castle by the water-side, and keeping them in that position, so as to run right in with them, till the ship comes within the said white castle. Proceeding as already

ready mentioned, ships may anchor before Fisher's Village by the town of Satuval, in 6 or 7 fathoms. There is a depth of 3 fathoms and a half upon the bank at half flood; and when a ship sails in it over them, it will find 7 different shoals. A channel also lies along for small barges by the S. land; and between the southern channel and the right deep, the banks in some places lie so shoal as to be almost above water.

To keep in the greatest depth in sailing out over the banks of Satuval, with ships that draw much water, observe these directions. In sailing out from the white castle, bring the aforesaid white house over the N. side of the castle that stands on the water side, so as to be able to see directly through between them; and keep them so until cape Spichel Point begins to come without the E. point of Sizembre, when the white house must be brought on to the S. side of the castle, and in that direction a ship may run out in the deepest water. As soon, however, as the castle of Pamela can be seen, that will be a good long mark, as before on coming in, for passing over the banks. It is 29 leagues at S. by W. from Satuval Bar to Cape St. Vincent's; and the high steep hills between will be very good marks whereby to know the coast.

SAUNDERS Cape, in Sandwich Land, in the South Atlantic Ocean, is 11 or 12 leagues from Cape Builer, in the direction of S. 72 deg. 30 min. E. and Cape George, the E. point of Cumberland Bay, which lies between them, is 7 leagues at S. E. by E. from Cape Saunders. This cape is in lat. 54 deg. 6 min. S. and long. 36 deg. 57 min. W.

SAUNDERS Cape, on the coast of New Zealand in the South Pacific Ocean, is in lat. 45 deg. 45 min. S. and long. 170 deg. 56 min. E. having a remarkable saddle hill about 3 or 4 leagues to the S. W. and near the shore.

SAUNDERS Island, one of the small islands which surround the two principal of the Falkland's islands in the South Atlantic Ocean.

SAUNDERS Island, in South Georgia in the South Atlantic Ocean, is about 13 leagues to the N. of Cape Montague, and in long. 26 deg. 54 min. W. and lat. 57 deg. 59 min. S.

SAUNDERS Island, called by the natives TAPAMANA, is in the South Pacific Ocean, and appears to belong to the Society Islands. When a ship in this ocean has the body of Eumoo or York Island at E. by S. half S. and Port Royal Bay at Otaheite is S. 70 deg. 45 min. E. distant 61 miles, this island bears S. S. W. It appears to be the same with what has been called Sir Charles Saunders's Island in that ocean, which is in lat. 17 deg. 28 min. S. and long. 151 deg. 4 min. W. In the year 1767, the variation of the compass at this island was 6 deg. 30 min. E. This island is 6 miles long, and has a mountain in the middle. On its weather side there are very great breakers, and the lee side is rocky, though it has the appearance of good anchorage in many places.

Sir Charles SAUNDERS's Island. See the preceding article.

SAURA Island, as it is laid down in some charts, is the middle island of the northernmost group of the Maldives Islands in the Indian Ocean, and on the E. side of them, in lat. 7 deg. 20 min. N. and long. 73 deg. 50 min. E.

SAUSEE, or CHOZE, Islands or Rocks, in St. Maloes Bay, a little to the N. of it from the French coast. See *La CHOZE*.

SAUVEUR Point, in the Island of Guadaloupe in the West Indies, is in lat. 16 deg. 5 min. N. and long. 61 deg. 59 min. W.

SAUZON Port or Harbour, is on the coast of the Island of Belleisle, off the W. coast of France, and not far from the N. W. extremity, being to the northward of Palais Harbour. It will not admit vessels of more than 40 or 50 tons, which also come dry at low water; but it is capable of being improved, and it is surrounded with very high hills which secure it from all winds. The best riding for ships is in this road within the island, or off Point St. Julian, where they will be sheltered from all winds from the S. to the N. W. When a N. or N. E. comes on, ships usually move, and run to the E. end to Port Lomaria or Port de St. Andro, where they are safe from those winds, and have from 6 to 11 fathoms water.

SAVAGE Creek, on the N. W. coast of the island of Newfoundland, on the gulf of St. Lawrence, is one of the small

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small bays to the N. E. from Cape Ferrol, and not far from the western entrance of the narrow bay of Mouco, which is about 20 leagues from Cape Ferrol.

SAVAGE Island, is an island of the South Pacific Ocean, about 11 leagues in circuit, in lat. 19 deg. 2 min. S. and long. 169 deg. 30 min. W. the inhabitants of which are savages, and the country is overrun with bushes, and without a port.

Great SAVAGE Island, in Hudson's Straits, in North America, is in lat. 62 deg. 25 min. N. and long. 70 deg. 0 min. W. and has high water on full and change days at 10 o'clock.

Lowe's SAVAGE Island, in Hudson's Straits in North America, is in lat. 61 deg. 48 min. N. and long. 66 deg. 20 min. W. and has high water on the days of spring tides at 9 o'clock.

Upper SAVAGE Point, on the N. shore of Hudson's Straits, in the direction of S. E. from Cape Charles, and the N. W. point of an inlet up into the land, so as to form the island of Good Fortune.

SAVAGE Sound, is a sound, or passage in the N. part of the Welcome Sea, in Hudson's Bay, into Repulse Bay; but the sketches of this part of the bay are so extremely contradictory that we can do no more than mention it.

Le SAVALÉ Island, is one of the small islands near St. Maloes on the N. coast of France, to the W. N. W. from it, which render the approaches to that port so very difficult, and occasion the necessity or expediency of pilots.

SAVANNA or SAVANNAH Bay, on the S. coast of the Island of Mauritius or Island of France, in the Indian Ocean, and nearly in the middle of it, is situated at the mouth of a small river, which descends through the valley from the N. betwixt the hills to the E. and W. of it. Bay St. Martin is to the W. of it, and River de Poste a little to the E.

N. B. The name of Savanna is usually given to a meadow or marsh, which very well agrees in general with the situation of places to which this name has been applied.

SAVANNAH Bay, near the S. E. part of Green Island at the E. end of the Island of Antigua in the West Indies, and the most easterly land belonging to

that island. It is on the S. side, a little to the westward of Indian Creek.

SAVANNAH Channel, on the S. side of the Island of Jamaica in the West Indies, towards the S. E. point, a little on the W. of Port Morant Harbour; between them is Fisherman's River. A bank lies along this coast, at a small distance, somewhat rocky, from the extreme E. point, and considerably to the westward of this channel as far as to Richardson's Bay, where it is interrupted by a free channel in towards the land, and then continues again as far as to Yallah Point.

SAVANNAH Port and Town, is situated on the S. shore of the Savannah River, and therefore belongs to Georgia in North America, and is very commodious and well adapted for trade. Ships of 300 tons burden can lie close to the town, and, if it should be necessary, proceed for 200 miles up the river. The town is built at the distance of about 10 miles from the sea. The river forms a half moon in this part, having banks on its S. side of 40 feet in height, and on the top a flat, called by seamen a bluff, at least 60 feet above the level of the river, and extending for 5 or 6 miles into the country. The town is situated in the centre of this half moon, and over against it is an island of very rich pasture. Its lat. is 32 deg. 5 min. N. and long. 81 deg. 24 min. W. See TEKY.

SAVANNAH River, is a large river of North America, which for a long way is the boundary between the States of South Carolina and Georgia. It rises in the Apalachian Mountains, and runs down at S. by E. within a few miles to the W. of Savannah town, when it turns short due E. towards the North Atlantic Ocean, where it discharges its waters about 10 miles below that town. Without the mouth to the southward is the light-house, with one lantern on the island of Tybee, and not far from it are some shoals or banks. The mouth is about 11 leagues to the southward of Port Royal. At Tybee Bar, at the mouth of this river, there is a depth of 16 feet water at half flood.

SAVERIO Point, on the N. coast of South America, otherwise called the Spanish main, between which and the Island Barbarata is the opening to the Island of Bonaire that lies nearly due N.

N. and S. with the Bay of Trieste or Tristo. See TRISTO.

SAVONA, on the coast of Italy, is about midway to the N. E. from Cape Noli towards Genoa, and was formerly a good port, and capable of receiving large ships, and belongs to the Genoese, who are said to have blocked up the harbour by sinking ships in its mouth to destroy its commerce. Only such vessels as draw from 7 to 9 feet water can now go into it, or lie in the port if they could get in. It is in lat. 44 deg. 18 min. N. and long. 8 deg. 20 min. E.

SAVU Island, in the eastern Indian Ocean, is in lat. 10 deg. 35 min. S. and long. 122 deg. 30 min. E. and extends about 8 leagues from E. to W. On its N. side is the harbour of Seba, which is well sheltered from the S. W. trade wind, but open to the N. W. About a mile from shore there is anchorage in it in 38 fathoms, having a clean and sandy bottom, when the N. point of the bay bears at N. 30 deg. E. distant 2 miles and a half, and the S. point or W. end of the island at S. 63 deg. W. In this bay is a large Indian town, belonging to the Dutch, where fresh provisions may sometimes be procured. The harbour of Timo is also good, which is situated on the S. W. side of the S. E. point of the island. There is a small island to the W. of Savu.

SAWICK Island, otherwise called St. Ætherii Island, is a long and narrow island, of a curved form, similar to the trending of the adjacent coast, in the Black Sea, to the westward of the peninsula of the Crimea. It lies from lat. 45 deg. 50 min. to 46 deg. 4 min. N. and extends from long. 33 deg. 20 min. to 33 deg. 0 min. E.

SAWKO Bay, on the coast of New England in North America, for which see SAGO.

SAWYERS Island, or Island de los Aferradores, on the W. coast of New Mexico, on the North Pacific Ocean. See AFERRADORES.

SAXO, or the ancient TYRE, was heretofore the greatest city for trade and navigation in the world, though now so totally sunk as even to have lost its name. It is about 7 leagues to the S. of Sidon, and has still a very good haven, which is capable of receiving a large fleet. The ruins of the city

are visible close by the sea, serving as marks to know the port, and as directions for going into it. The haven is on the N. side of the city, and to the westward of it are some rocks that shelter the haven from the winds off sea, and break the force of the water in case of storms. These serve to render it a very secure road, as well as harbour, which will open to ships sailing round the rocks to the northward. Bear in round them, and then stand in S. leaving the rocks on the starboard side, and sail into the very heart of the city, or rather of the heaps of ruins where once the city stood. Here ships are perfectly sheltered from all winds, excepting that a northerly wind brings in a rolling sea, though they may then ride in sufficient security. Within the harbour on the S. point are many remaining towers and steeples that are good sea marks to guide ships at a farther distance into and out of the haven; but there is now very little occasion for them. Cape Blanco, a high rocky point, is about 4 leagues to the S. W. from this port of Saxo.

SAYBROOK, is a town of the division of Connecticut in New England, on the coast of North America, on the W. side of the mouth of Connecticut River, at the mouth of which it has a harbour, and is about 29 leagues to the S. W. from Boston. Its lat. is 41 deg. 12 min. N. and long. 72 deg. 14 min. W.

SAYCOCK Island, otherwise called BONGO, is one of the Japanese Islands, which is divided from the principal island of Japan or Nippon by a narrow strait on the N. and from the Island of Tonfa by another channel on the N. E. On the Island of Dimia to the W. of Saycock, the Dutch factors are permitted to reside. This Island of Saycock is in lat. 34 deg. 0 min. N. and long. 132 deg. 15 min. E.

SAYD, a town of Egypt, situated on the Nile, about 200 miles to the S. of Cairo, and supposed to be the ancient Thebes. Its lat. is 27 deg. 5 min. N. and long. 32 deg. 26 min. E.

SAYPAN Island, in the eastern Indian Ocean, is the largest of the Ladrone Islands, the N. E. point of which is 17 leagues from the S. W. point of the Island of Aiguigan which is the smallest. To the leeward of this island, about a mile from the shore, is a depth of 10 fathoms and anchorage, the ground being

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being a hard sand and coral rock. This island is higher and apparently pleasanter than Tinian, another of those islands; but it probably affords no fresh water. This island is not more than half so large as Tinian, and is in lat. about 14 deg. 30 min. N. It is frequently called ROTA, which see.

SAZARI River, in the island of Sardinia, in the Mediterranean, is on the N. W. part of the island to the eastward of Cape Asinarias, having a harbour on its E. side, which is formed by a mole, and has from 3 to 6 fathoms water near the point of the mole. There is a small tower on the land on the E. side of the river, which bears about S. S. E. when a ship is due N. of the mole.

SCAGERIFF, SCAGEN, or SCAGEN-SHORN Cape, is on the point of North Jutland, at the entrance of the Cattegatte or Scaggerac, being the passage from the German Ocean into the Baltic. From this promontory a dangerous sand bank called Shager Rack, stretches out into the sea; which occasioned a tower to be erected of the height of 64 feet, at the extremity of the headland, in which a fire is kept burning throughout the night during winter for the direction of mariners. Pilots are always in readiness here to carry vessels through the passage to or from the Baltic. This promontory or cape is in lat. 57 deg. 38 min. N. and long. 10 deg. 16 min. E.

SCAKUM Island, is the most northerly of the two small islands called the Smalls, off the W. coast of Wales. See SMALLS.

SCALA NOVA, is a handsome town of Turkey in Natolia, on the coast of Asia, having a castle and a harbour, about 8 miles from Ephesus, in a country which abounds with good wine. It is in lat. 37 deg. 54 min. N. and long. 27 deg. 30 min. E.

SCALINE or SCAMORE Island, in St. Bride's Bay, on the coast of Pembrokeshire, in Wales, is nearly off the S. point, being about S. S. E. from St. David's Head, and at W. N. W. from the opening of Milford Haven.

SCALLAWAY, in the islands of Shetland, is opposite to the island of Tronzo, which lies on the W. side of Cliff Sound, and on the main land on the E. and is within a cable's length of it. At this narrow place is a bar, on which is but 6 or 7 feet at low water, and 11 or 12 at high

water; and to sail over the bar, keep close to the main land, and half a mile of the town of Scallaway. The best channel to go in here, is to keep without the island of Buro, which is the other island on the W. side of the sound, and bring the castle of Scallaway at N. E. by E. or, which is a leading mark, keep the castle just open of the S. side of Green Island, and so run in between Buro Island on the starboard side, and Oxna and Papa on the larboard. Sail in thus between Green Island and the little island called Narry, which are not above a cable's length asunder, and having passed these islands, go in with the castle open before the town in from 2 to 4 fathoms water. From Sumborough Head to Scallaway, the time of high water on full and change days is somewhere about 10 to half past 10 o'clock, the ebb running to the northward and the flood to the southward.

SCANDEROON, in the N. E. angle of the Levant, at the eastern extremity of the Mediterranean Sea, is to the N. E. from Cape Grega in the island of Cyprus, distant 37 leagues, and from Cape St. Andrew 21 leagues. The S. point of this bay is called Cape de Porcos, and is a high steep point, which makes off at sea in 3 steep hills. Another cape a little to the southward, which makes at a distance like the snout of a hog, occasioned the whole point to be called Cape Porcos; and it is necessary to mark the point well, that seamen may not mistake, and run into the bay of Antiochia instead of it. The bay of Scanderoon goes into the N. of this point; and, to prevent any mistake, attend particularly to the N. side of the bay, which differs remarkably from that of Antiochia, the hills on the shore having a variable aspect. The town of Scanderoon will be known by two white castles, one of which is ancient and in ruins. It has a safe and good road, and has no difficulty, though it is safest for those who are unacquainted to take a pilot, both for sailing into the bay and for choosing the best of the road. This was anciently called ALEXANDRETTA, which see. Its lat. is 36 deg. 35 min. N. and long. 36 deg. 20 min. E.

SCAR Sound, is one of the loading places on the coast of Norway, between Kirk Sound and the Naes, for which it is necessary to take a pilot.

Cape SCARAMA, on the S. coast of Sicily Island, in the Mediterranean Sea,

is nearly at midway between Cape Leucate and Cape Passaro, but somewhat nearer to the former. A great many small islands lie near the shore round the cape, and on each side of it is an inlet or rivulet of the coast, by which it may be known.

SCARBOROUGH, is a port town of Yorkshire, which is seated on a rocky cliff that is almost inaccessible on every side; and on the top of the rock is a large green plain, with a small well of fresh water, springing out of the rock. It has a very good harbour, and enjoys some trade, its quay being very commodious, and its harbour the best between Newcastle and the Humber. The pier is maintained by a duty on coals from Newcastle and Sunderland, and the expences of keeping it in good repair consequently supported by the public. There is a fair sandy bay to the southward of the castle, and a good road in from 4 to 7 fathoms water; the castle standing upon a high cliff, from the foot of which the pier runs out into the sea, and a little pier is within that, which makes the harbour. To go in, come about the W. end of the pier, when ships will lie aground; and, if they lie up high towards the houses, they will be dry at low water. This port by the late act of parliament (of 1795) which requires an aid of 20,000 men for the use of his majesty's navy from the various ports of Great Britain, is required to procure 275 men. It is 7 leagues to the N. W. from Flamborough Head; and the spring tides rise here 13 feet; having high water on full and change days at half past 3 o'clock, and being in lat. 54 deg. 18 min. N. and long. 5 min. W.

SCARBOROUGH COVE, is on the middle of the W. side of Cornwallis Island, in the harbour of Chebucto, in Nova Scotia, about 5 or 6 furlongs broad and about the same in depth. From the bottom of this cove is a narrow isthmus to the E. side of Cornwallis Island to Lobster's Hole.

SCARBOROUGH, is a town and fort so called on the island of Tobago in the West Indies.

SCARDELI Island, in the Archipelago, nearly due W. from the N. end of Schiro, and about midway between that island and the N. end of Negropont, as being nearly in the same parallel of lat. Piper Island is due N. from it.

SCARDONNA, is a sea port of Palma-

tia, on the coast of the Adriatic Sea or gulf of Venice, situated on the eastern banks of the River Cherca, and about 12 leagues to the N. W. from Spalatto. It is in lat. 44 deg. 29 min. N. and long. 17 deg. 1 min. E.

SCARGEVIL Head, is to the W. of How Point, rounding southerly, the coast being low to Cardronac Bay, which is full of shifting quicksands, that render it dangerous. Hence it is on the S. shore of the famous ætuary of Solway Frith, which forms a boundary or limit between England and Scotland.

SCARPANTE, or **Scarpanto Island**, is an island of the Archipelago, situated to the N. E. from the E. end of Canja Island, in the Mediterranean, and at W. S. W. from the island of Rhodes. On its S. W. side is the smaller island of Caxo, and to go between them it is advisable to keep nearest to the side of Caxo, on account of some sunken rocks that lie near to the island of Scarpante, of which it is necessary to beware. They will be discovered by a rippling and breach of the water upon them. The channel lies in the direction of N. W. and S. E. It is one of the islands called Sporades, about 22 miles in length, and 8 in breadth, and has several high mountains; and there are also several good harbours on the coast. This island is in lat. 35 deg. 45 min. N. and long. 27 deg. 40 min. E.

SCATARI Island, is a small island on the eastern coast of Cape Breton Island, near the S. part of the gulf of St. Lawrence, on the coast of North America. It is uninhabited, and is only about 6 miles in length and 2 in breadth; and is in lat. 46 deg. 3 min. N. and long. 59 deg. 35 min. W. It serves as a shelter to a bay from the E. and S. which lies to the southward of Miray Bay, known by the name of Panadou or Menadou Bay, as it lies off the E. point of that bay, within which is another smaller island nearer to the land; these islands are about 3 leagues to the N. of Cape Breton, the E. point of the port of Louisbourg or English Harbour. This island of Scatari was formerly called Little Cape Breton.

SCATE Road, off the coast of Northumberland, is situated between the island of Fern and Bamborough Castle, has good anchorage, and is a good shelter for E. and N. E. winds; and there is a light-house on the Fern, but no fire is kept in it, so that it serves only by day,

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SCATRIX Island, in the river Shannon, on the W. coast of Ireland, is 5 miles to the E. northerly from Kilkerden Point on the S. shore of that river, which is 3 leagues to the E. of Loup's Head. Between the point and this island there is anchorage in the way, taking care to avoid a bank that stretches from the S. shore, called Bell Castle Bank, about a mile and a half from the point of Kilkerden. This island is all clear, except that on the N. W. point lies a small shoal, close to which is 2 fathoms and a half water; but the channel on the N. side of this island has 7 fathoms close by the island and 12 fathoms in the middle. The small island called Hog Island, is about half a mile to the E. N. E. and by these two islands there is a clear passage of 2 fathoms, and another passage of 5 fathoms between the Hog and the shore. There is good anchorage any where about these islands. Tarboard Point, farther up the river, is 11 miles at E. by S. half S. from Scatrix Island, and on the S. shore; a fair passage on both sides of the river, and good anchorage in any place, and deep water from 30 to 12 fathoms.

SCAUMORE Island, on the coast of Wales, is a large rock rather than an island, lying above water, about a league to the N. N. W. from Scookham Island, and due W. from St. Bride's Head. It is bigger than the island of Gresholm. A great rock is also to the westward of both the others at the distance of 2 leagues, but somewhat of a less magnitude. There are good channels between all these, as they are steep and bold, having from 10 to 20 fathoms in the fairway; but between Scaumore and the main, is a little island called the Middle, about which, and all along the shore of St. Bride's Head, it is very dangerous, being full of sunken rocks, which make it advisable to keep off from the land here. This island of Scaumore forms the S. point of St. Bride's Bay, and Gresholm Island is a clean round rock near a league at W. S. W. from it.

SCAWE, the N. point of Jutland, for which see SCAGERIFF.

SCHALOT, on the coast of Sweden, is 10 leagues from Maelstrand, the latter being 30 leagues from Copenhagen. There is anchorage under the shelter of

the castle; and it is a good road for shipping, and its promontory also is well known to all persons using the Baltic trade.

SCHATE Island. See SCHIATTA.

SCHIEDAM, of which some mention has been already made under the heads of MAES and ROTTERDAM; to these we shall refer the Reader for a particular account. It is in lat. 51 deg. 54 min. N. and long. 4 deg. 30 min. E. and is about a league and a half to the W. from Rotterdam.

East SCHELDT, on the coast of Holland, is that branch of the river which passes round the E. and N. sides of the islands of S. and N. Beverland and Walcheren, and on the S. of Schowen Island.

West SCHELDT, on the coast of Holland, is that branch of the river which passes on the S. side of the islands of South Beverland and Walcheren, and falls into the ocean at Flushing on the N. of Cadfant Island.

SCHELLING Island, is an island of Holland to the N. E. of the Texel Island before the entrance of the Zuyder Zee, and to the S. W. of Ameland Island. It is in lat. 53 deg. 36 min. N. and long. 5 deg. 27 min. E. It is to the eastward of the Vlie or Fly Island, and is about 5 leagues in length, having upon it two churches, and on its W. end a high tower called Brandaries, with a mill very near to it. About the middle of it is the spire steeple called Midlands, and the Hoorn is a mill; and at the E. end are some small hills or downs. There is also a light-house at the W. end, and two capes or beacons, the biggest of which is a mark for the E. channel, and the other for the W. channel. It is about 5 leagues to the N. of Harlingen, on the eastern coast of the Zuyder Zee, and between the islands of Ameland and Vlieland.

SCHELLING Kroeg, on the coast of Germany, is 4 leagues at N. W. from Phanu Island, having the small creek of Souther-Zyt between them, in which is about 9 feet water. It is a good road for all winds; and if a ship, in coming from the northward, is bound to any of the difficult creeks on this coast, it may run into the Kroeg, and ride for a wind. It is so wide that a ship may turn in, even against the wind. The tide does not flow above 6 feet on this coast, and still less to the northward.

SCHELSUYR, within Ide Sound or the Channel of Westerwyck, is 7 leagues at N. by W. from Silbuy. As the whole space presents a labyrinth of rocks, it is consequently impracticable for strangers to move among them without pilots, which should be taken at Oeland.

SCHERBORN, is the name of a steep with a buoy on it, in the Hound balgh or creek, which is to the N. E. within the Easter Till on the coast of Germany, running along by the soundings of the South Grounds. Here ships may run in for shelter between the sands; being the mouth or channel of the Elbe, and called the outmost buoy of the Elbe, and bearing with the road of Holy Island distant 8 leagues at S. E. by S. and N. W. by N.

SCHEVELING, on the coast of Holland, to the northward of the Maes, is 2 large leagues to the N. E. from Hey. It is to be noted of its church that the choir is higher than the body; and a little to the southward of it is a beacon or light-house, within which, about a league distant, is the Hague, where is also a church, the choir of which is likewise higher than the rest of the fabric, and its steeple may be seen far above any part or place in the country. It is 3 leagues from Scheveling to Catwick.

SCHIATTA or **SCIATI** Island, near the W. coast of the Archipelago sea, is the innermost and largest of the range of islands that lie due E. from the Cape de Volo, as Piper Island is the outermost and almost the smallest. On the S. side, the main land opens westward to the Gulf of Volo, and on the N. side to the Gulf of Salonichi. The Gulf of Volo is 3 leagues to the W. but it goes into the N. W.; and the island next to the eastward is Schopoli. There are 5 or 6 small islands at the S. end of Schiatta, and behind them is the entrance into the bay; and between this island and Schopoli is the only ledge of rocks that has any danger, on which there is only 5 or 6 feet water. They will easily be known, even in calm weather, by the rippling and breach of the sea upon them. It is in lat. 39 deg. 22 min. N. and long. 23 deg. 53 min. E.; it is contiguous to the coast of Janna, to the N. of Negropont, and is about 22 miles in length and 8 in breadth.

SCHIERINGSHALS, in the Zuyder Zee on the coast of Friesland, is at S. E. and

S. E. by S. from Longsand, and N. N. W. or N. W. by N. from the Woolfshoeck Buoy is the course, as wind and tides are, to Schieringshals Buoy. The first part of the flood-tide sets very strong from Schieringshals into a broad bight to the N. E. of the Woolfshoeck Buoy, which bight runs far to the S. E. into the grounds called the Inschor, at the entrance of which there is 7 fathoms; and, on the contrary, the first part of the ebb sets out as strongly upon the tail of Schieringshals, which tail shoots off from the W. shore and has a white buoy upon it in from 3 to 4 fathoms. A ship that is coming from seaward may go within it in 6 fathoms; the right depth between Woolfshoeck and Schieringshals is 9 fathoms. Between Schieringshals and Longsand is shoal-water on the W. shore; and this is the best road in all the Fly-stream as there runs but little tide, and in the fairway is from 8 to 10 fathoms. In turning up, ships may go within the Longsand Buoy upon the E. shore, keeping in from 7 to 8 fathoms, then they will not be too near either the Schieringshals or the Longsand.

SCHIERMONIKOOG Island, is a small island to the eastward of Ameland Island, off the N. of the inlet or found between the N. E. point of Friesland and the N. W. part of Groningen.

Porta SCHINI at the E. end of the Island of Candia in the Mediterranean, to the N. easterly from Cape-Solomon.

SCHIRO or **SKYROS** Island. See **SKYROS**.

SCHISST Island, a small Island of the Archipelago, lying on the N. E. side of the Island of Negropont, about 2 or 3 leagues from it, to the eastward of a creek or haven near that part of the island, and about W. by S. from the S. end of Schiro Island.

SCHIVERING, the boundary of a channel on one side, as the Red Sand is on the other, is a sand which runs out at S. W. and is a continuation of the Knock John in the mouth of the river Thames. The W. end of the Girdler, Schivering, and W. Burrow Sands lie very nearly N. and S. and the W. end of this sand of Schivering is about E. N. E. from the beacon of the Red Sand; and the best course is due N. and S. to pass between them.

SCHOLVER Point, is on the S. E. side of the island called Holy Island or Highland,

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highland, lying off from the mouths of the Elbe and Weser. In coming from the W. this island first shews a high reddish point and flat on the top, to which ships may run boldly up, and anchor close under the Scholwer's Point, which is on the S. E. side, in from 5 to 9 fathoms. When a ship is near the S. point, it will perceive the Monk Rock. See MONK and HOLY ISLAND. Ships on the N. side of the island must come no nearer than from 9 to 10 fathoms on account of a long reef that runs out for a league into the sea from that side; and when a ship is there, and has the island at S. or S. by E. it may run to this point, which is flat, and have 8 fathoms at 2 leagues from shore. The haven for small ships called the South Haven, lies within the bank that runs from the S. end of Scholwer's Point.

SCHOOKHAM Island, off the coast of Wales, is a league and a half at W. N. W. from St. Ann's Point at the entrance of Milford Haven, and a league at S. S. E. from Scaumore Island.

SCHOEL Haven, on the S. coast of Ireland, is 3 or 4 leagues to the N. from the rock called Fastnet or Fastney's Rock, and probably to the E. from Crook Haven.

SCHOPOLI Island to the eastward of the island of Schiatta, near the W. shore of the Archipelago Sea, between which and Schiatta there is a dangerous ledge of rocks, having only 5 or 6 feet water. But these are easily known by the rippling or breach of the sea upon them. It is 17 leagues from the Island of Skyros, near the E. part of Negropont, in the direction of N. by W. to the S. part of Schopoli Island.

SCHORR Ground, otherwise called St. Peter's Ground, is a sand that has risen within the present century near the strand of the Schelling Island off the mouth of the Texel on the coast of Holland. Before it there lies a sand between Peter's Ground and the shore, about half a ship's length broad, and 2 ships length long, on which is 5 or 6 feet water. There is a depth of 7 or 8 feet between this sand and the island, and between 11 and 12 feet on the side nearest to the Schorr. It is not safe for great ships, unless there are buoys on the point of this ground to shew the entrance. In coming from the E. when Midland church comes upon the Schelling at E. S. E. a ship will be near

this sand. We meet with no such name in any of the modern charts; but the sands of the Born Reef, Cogge, &c. are placed near the E. end of Schelling Island.

SCHORTON, a steep buoy in the mouth of the River Elbe in Germany, is 10 leagues due S. from the entrance of the Hever.

SCHOR Tun, in the Zuyder Zee, is the buoy on the Elbow, at N. W. and W. N. W. from Keeshoeck; and from this buoy to the Woolshoeck it is N. somewhat easterly. It lies in 4 fathoms on the E. shore.

SCHOUTEN Islands, in the eastern Indian Ocean, are situated near the coast of New Guinea, and were discovered in 1616 by a Dutchman so called, who gave his name to them. They are in lat. 0 deg. 46 min. S. and long. 135 deg. 25 min. E.

SCHOWEN Island, an Island of Zealand on the coast of the Low Countries, situated between the Islands of Goeree and Beverland, being about 15 miles in length and 6 in breadth; of which Zierick-zee is the capital. Directions have been given for going into Zierick-zee through the Keel, the New Deep, and the Roompot, and will be farther noticed under the articles of Velt and Zierick-zee. Under the articles of Goeree and Polevoot will also be found some information for sailing near this island.

SCHUCADERO, on the E. side of the mouth of the River Santa Maria, in the isthmus of Darien. It is but a small village, but is situated on a rising ground, and open to the Gulf of St. Michael, and is fanned with the sea breezes which greatly contribute to its salubrity. It has also a finerivulet of fresh-water, and is a place of refreshment for the miners. The lat. is 7 deg. 50 min. N. and long. 82 deg. 5 min. W.

SCHUYLKILL River, is a River of Pennsylvania in North America, that communicates with the Delaware at Philadelphia. The tide does not go up it more than about 5 miles above the city, being there interrupted by an impassable fall. There is another about 3 miles higher; but from thence as far as Reading is a fine gliding current, with a gravelly and even bottom all the way.

SCHUYTEN's Bay, is one of the range of bays on the coast of China in the Eastern Indian Ocean, between the gulf call-

of the Western Bay to the northward of Cape Avarillo de Falso on the S. and the great Bay of Chincheu on the N. There are Pagoda Bay, St. John's, and Phipps's besides this of Schuyten's, and several white sands that lie dry at low-water.

SCHUYT Sand, in the Zuyder Zee, is at N. W. northerly from the buoy upon Swanbalgh, the thwart-mark for which is to bring Winaem over the highest part of Harlingen; and the longest mark is to bring Boltwaert to the northwards of the Sluys which is N. from Woens. The buoy of the Schuyt Sand is on a tail or point to the northward on the E. shore in 6 fathoms; and if a ship is going out, that is, to the northward, it may sail within the buoy, and have from 7 to 8 fathoms, and a ship may keep along the W. shore in 4 fathoms, where it is moderately flat; but the E. shore is steep. A little without the buoy it is flat as far as Keeshoeck, and ships may sound it all along to the Sloop. They may also pass within the W. shore over against Schuyt Sand, or to the southward of it, in from 3 fathoms to 3 fathoms and a half into a dead swatch behind the tail of sand called the Point of Waert, and keeping in 4 fathoms on the W. shore thereby pass clear of it. This is in sailing up. Also in going up with the first of the flood, keep the E. shore to avoid being driven into a dead swatch behind the Waert, before you are aware. See WAERT.

SCHYTLEDOKS Harbour, is on the N. shore of the channel of Amsterdam at the bottom of the Zuyder Zee, and nearly due S. from Monnikedam, with which it forms a mark for the Muyden Sand on the S. shore of the channel.

SCIATI Island. See SCHIATTA.

SCILLY Island, a small island so called, off the S. point of Glamorganshire in the Bristol Channel, at S. S. W. from Cardiff, and to the eastward of Barry Island.

SCILLY Islands, off the Land's End, to the westward of Cornwall, about 10 leagues, and a group of numerous rocks and small islands, of which only 5 or 6 are inhabited. The chief of them is St. Mary's which has a good port, and on the Island of St. Agnes to the S. W. of it is a light-house for the direction of ships. The Scilly Rocks have been fatal to great numbers of ships on entering the English Channel, some of the causes of which have been mentioned under the article of CHANNEL. One of the most dis-

astrous events of this kind happened in the year 1707, when Admiral Sir Cloudesley Shovel with 3 men of war totally perished on these rocks with all the crews; and in October, 1795, a Dutch East Indiaman, prize to the English, was lost here in coming from the River Shannon to England, through the obstinacy of the person who had the command of her. The inhabitants employ themselves in fishing, burning kelp, and officiating as pilots. It is about 20 or 21 leagues due W. from the Lizard to the middle of these islands, and a course of W. S. W. will therefore clear them all; and from St. Agnes light-house to Cape Clear on the S. of Ireland is about 60 leagues at N. W. by W. It is 35 leagues at S. E. by S. southerly from hence to the Island of Ushant, and about 40 leagues at N. by W. northerly to Waterford, all the way between being oozy and soft ground. It may not be improper here to mention that the light-house of St. Agnes Island is in lat. 49 deg. 56 min. N. and long. 6 deg. 46 min. W. the time of high-water also on full and change days is at half-past 4 o'clock. The Island of St. Mary contains a very good harbour, and is fortified by a castle; and this island contains more inhabitants than all the other islands. The light-house, which is 51 feet high, and has a gallery of 4 feet, is the greatest ornament of these islands. The fathoms are 11 feet 6 inches high, and 3 feet 2 inches broad; and it is a very fine column, situated on an elevated spot of ground. Some of the islands are very high, but others are covered with water at the spring-tides; and some of them also produce good corn, but most of them pasture. From the Scilly Islands 3 men are required to be sent to the use of his Majesty's navy by an act of parliament (1795) for raising 20,000 men in the ports of Great Britain.

The tides about these islands require a particular attention, in addition to the particulars of the ground, and other circumstances related under the Channel article. Near these islands from the Land's End, and for 6 or 7 leagues to the westward and 4 or 5 leagues to the southward of the islands, the current runs northward from the last quarter ebb to the time of high-water on the shores of the islands; first setting to the N. W. and gradually veering round till it sets to the N. E. in the space of 9 hours, and then

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then turning southward only for 3 hours. To the general observations already adduced of the setting of the tides and the indraft of the Bristol Channel, we think it extremely proper to add those of James Rennell, Esq. F. R. S. as published in the Second Part of the Philosophical Transactions for 1793, on the current to the W. of Scilly. —“Mariners know,” says he, “that ships, coming from the Atlantic and shaping their course by the S. of the Scilly Islands, are often carried to the N. of them. This has been imputed to bad steering, imperfect observations of lat. or the indraft of the Bristol Channel; but as neither of these causes affords a satisfactory solution, the existence of a current is extremely probable. The prevalence of westerly winds in the Atlantic, by impelling the waters along the N. coast of Spain, must produce an accumulation in the Bay of Biscay, out of which a stream will issue and run vehemently in the direction of the French shores till, projected by the promontory south of Breit into the ocean, and, retaining still the momentum, may extend its course beyond the Scilly Islands.

“It may possibly be asked why a similar current does not prevail in the British Channel from the same westerly winds? To this I answer, that the increased height and velocity of the tides, during the prevalence of such winds, prove that a part at least of the same effect which happens in the Bay of Biscay is produced in the channel; and I have little doubt that there is, in fact, a current also, but that, as it is blended with the common tide, the effect on the senses is lost, and it may appear only in the form of a *stronger* flood-tide or a *weaker* ebb than at other times; whereas the bay, a wider space, and of a different form, allows a freer scope to the tides than the British Channel does; it being high-water nearly at the same time all over the bay, but varying in the channel at least 5 hours. And it may be concluded from analogy, that the form of the channel does not allow the same effect being produced by the wind, on its included waters, as may be produced on those of the bay; these meeting with an opposition, in the coast of France, the others having a partial exit at the Strait of Dover: we may also conclude, that if no such phenomenon as a tide existed, a current, though less strong

than in the bay, would be perceived in the British channel.

“Of the Bay of Biscay, it may be observed, that by reason of its form, and exposure to the reigning winds which are often violent, and which pass over a vast expanse of water, there is no part of the ocean, familiarly known to us, whose circumstances are, in any degree, similar to it. It ought not, therefore, to surprise us if we find that it differs, in any particular, from other seas. Seamen have remarked its uncommon degree of agitation in stormy weather; but this has not, as far as I know, been properly accounted for. May it not be owing, generally, to the same cause as that which produces the current? and, at times, to the very current itself? With respect to the *first*,—the waves of a deep bay or gulf, when the wind forces the water into it, will meet with a resistance in the land at the head of it, which must occasion a reverberation that will render the surface of a great part of the gulf more unquiet, than where there is an opening at the end, to allow the undulatory motion a freer scope. What is said here is exemplified on a small scale by Mr. Smeaton’s very ingenious manner of quieting Ramsgate harbour. And with respect to the *second* cause,—the effect of a current running to windward, in producing a short, hollow, and therefore dangerous wave, is pretty well known. Accordingly, at seasons when the current runs strong, and the wind blows fresh from the north-west quarter, this cause must also contribute to the agitation of the waters in the north part of the bay.”

In a note on this part of the subject, he has subjoined the following reflection. “How far the reverberatory motion may extend, I know not; but it is certain that an undulatory motion impressed on the sea by the wind will extend to a prodigious distance, and even into a region where a different wind prevails; as, for instance, a swell raised by a strong gale, at S. or S. W. in the tract of the variable winds, has been felt very far within the limits of the S. E. trade wind in the Indian Ocean.”

SCILLY Islands, a group of shoals so called in the S. Pacific Ocean, which are situated in lat. 16 deg. 28 min. S. and long. 155 deg. 30 min. W. On these, however clear the weather may be, a ship will

will be in danger of running in the night, or even by day, if there is a hazy atmosphere, without seeing land, so that caution will be necessary in this part of the ocean. The variation here in 1767 was 8 deg. E.

SCINDA Gulf. See SINDA.

SCIO Island, in the Archipelago, frequently called CHIOS by the ancients, and is E. N. E. a little northerly from Cape St. Angelo, though ships may go away at N. E. by E. after passing Antemilo; and, after passing the islands which lie in the way, come into the course again, as they may be sailed round on any side. From the N. point of Andros Island it is 16 leagues at E. N. E. to Scio. See CHIOS.

This island is called by the Turks by the name of Salziza Dau, or Island of Mastich, and was formerly called Scyros, extending northward towards Mytilere, and eastward towards Natolia, from which it is separated by a channel of 3 leagues wide, called the Strait of Capo Bianco. The island of Naccaria is on its S. and it has a large port, but not safe, on account of the softness of the ground, in which the anchors have no hold. In the middle of it is a light-house. It is one of the most beautiful, pleasant, and celebrated islands of the Archipelago, being 32 miles in length and 15 in breadth; and though mountainous extremely delightful. It produces wine; but its principal trade is in silks. The harbour of Scio is the rendezvous of all shipping, to and from Constantinople, and will hold a fleet of 80 sail. It is about 16 leagues to the W. of Smyrna. The lat. of this island is 38 deg. 22 min. N. and long. 26 deg. 7 min. E.

SCIRO, or SCIROs Island, in the Archipelago, has its name from the ruggedness of the rocks, and is 17 leagues at S. by E. from the S. end of Schopoli Island. It is situated about 13 or 14 leagues due N. from the easternmost point of the island of Negropont. On its S. W. side there is a haven, and at the S. point of the entrance into it lie two great rocks, which are called islands, of a red colour, that may be seen to a good distance, and serve as a mark for knowing the haven. There is good riding into it with all winds, and a fair entrance such as to preclude the necessity of a pilot. There are also several good anchoring places or roads on the other sides

of this island, and particularly in the passage between a long narrow island on the N. side of the haven and the main of the island, where ships may lie sheltered in from 8 to 12 fathoms. There is also another in a bay on the S. side with from 17 to 18 fathoms, where they may lie with a head-fast on shore. The whole island, by the Greeks, is deemed a good haven. Its length is 15 miles, and its breadth 8. See SCHIRO.

SCITUATE Harbour, on the coast of New England in North America, and on the western shore of Cape Cod Bay in Massachusetts, is at N. W. from Marthfield Point, and S. S. E. from the Had-dock Rock, being about 5 miles to the southward of Hingham, in the direction of the land.

SCOKNESHOLM Island, is a small island of the Orkneys to the N. of Scotland, between which and Rowley Island is a narrow channel to sail out at the N. end of Wire Sound, where there is 4 fathoms at low water, by keeping in the middle between them.

SCOLT Head, a point or cape on the N. coast of Norfolk, in lat. 53 deg. N. and long. 44 min. E. where it is high water on full and change days at a quarter past 6 o'clock.

SCONCE Point, on the inside of the Isle of Wight on the coast of Hampshire, is a little to the W. of Yarmouth, and the point of land on which the fort called Worley's Sconce was heretofore situated as a defence to the island.

SCOOKHAM Island, the same as SCHOOKHAM, which see.

SCOPELI Island, in the Archipelago, or SCOPELO, already noticed under the name of SCHOPOLI. It is 5 miles to the E. of Sciati, or Schiatta Island, and 17 to the N. of Negropont. It is at the entrance of the gulf of Salonichi, being about 10 miles in length and 5 in breadth, and is very fertile, producing plenty of good wine.

SCOTCH Bay, is a spacious bay at the N. E. part of the island of St. Domingo or Hispaniola, and is bounded to the N. W. by Old Cape François, and by the island of Samana to the S. E. The coast here trends nearly, but somewhat curved, from N. to S. as far as to the W. end of Samana Island, and a chain of mountains runs parallel to the shore a little within the land.

SCOTS Cove, is on the S. W. part of the

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the island of Jamaica in the West Indies, to the N. of Banister's Bay, and under the hill which forms the southern limit to the Grand Vale, having White House and Hall's Bay to the W. of it.

SCOTSMAN Flat, is a bank or shoal within the channel of Ter Veer on the coast of Zealand in the Low Countries, for which ships steer right away after they have passed the third buoy of the channel. It lies over against the town, and must be avoided by leaving it on the starboard side.

SCOTS Settlement, on the coast of Terra Firma, or N. part of South America, is in lat. 8 deg. 45 min. N. and long. 76 deg. 35 min. W. See *Cape St. Sebastian* on that coast.

SCRIVAN, is a good harbour on the E. side of the isthmus of Darien, but so full of rocks at the entrance that none can pass in or out with safety, except persons who are well acquainted with it. The landing also is bad and swampy. It is 3 leagues to the W. of Point Anballat, and about 17 leagues to the E. of Portobello, in lat. 9 deg. 40 min. N. and long. 78 deg. 49 min. W.

SCROBY Sand, or Bank, is one of the large sands or banks off the coast of Norfolk, the S. end of which is laid down in some charts as nearly due E. from or westward of the S. end of the town of Yarmouth, and is one of the banks that form Yarmouth Roads. Close by the S. end of this sand is a channel in or out of the road before the town of Yarmouth. The end of St. Nicholas is to the S. of it, and that called the Cockle to the N. of it; between the two last is the channel called the Cockle Gat.

SCRUB Island, is one of the smaller Virgin Islands, situated to the W. of Virgin Gorda, and E. from the N. end of Tortola, on which it is dependent. It is in lat. 18 deg. 25 min. N. and long. 62 deg. 57 min. W.

SCURVY Island, on the E. coast of the island of Newfoundland, near the coast of North America, in the North Atlantic Ocean, is situated to the southward of Breakheart Point, at a small distance from the shore. Between this island and Sherwick Point runs in at S. by E. a deep bay about three quarters of a mile; but it is not of much use.

SCUTARI, is a large and handsome town of Turkey in Asia, situated on the coast of Natolia, to the E. of Constanti-

nople, to which city it is considered as a suburb, being directly over against it across the strait. It is consequently a well-frequented harbour, and the town is built on the side of a hill, in lat. 41 deg. 0 min. N. and long. 29 deg. 4 min. E.

SCUTENESS Island, on the coast of Norway, is a long narrow island which lies along the shore, between which and the island called Boek, at the N. point of Stavenger Sound, goes in the channel of Bergen. This island of Scuteness is about 4 leagues in length, at the S. end of which are small rocks and foul grounds; and to keep clear of them in coming from seaward, it is only necessary to keep the point of the Boek a little open with the S. end of Scuteness, which will conduct a ship clear to the southward. There are 4 great warders on Scuteness, that give name to the Great Warder Road, which is about 2 leagues to the northward of Boek Island, in the channel of Bergen. This island of Scuteness is 5 leagues to the N. N. W. from the Veet Rock, and 4 leagues at E. by S. from the rocks called the Outseers, or Wifers, or in English the Outlookers, because they are seen to a great distance, and are a good mark to look out for on the coast. See VEET. There is a little island at the N. end of Scuteness called Wybrant's Eye, where there is good anchorage for all winds under a rock in any depth at pleasure. The Bommel is the next great island to the northward of Scuteness.

SCYLLA, a famous rock in the straits of Messina, between the kingdom of Naples and the island of Sicily in the Mediterranean Sea. Such is the nature of the current in these straits, that, in endeavouring to keep clear of another rock near it called Charybdis, ships are in great danger of being driven upon this. But the terror of ancient mariners, aided by the pens of the poets, had rendered this whirlpool more formidable than it really is. This rock is about a mile from the entrance of the Faro, or Passage, and forms a small promontory that runs out a little to the sea, and meets the whole force of the waters as they come out of the narrowest part of the straits. The head of this promontory is the famous Scylla. The reflections of Mr. Brydone on this subject are worthy of notice, and claim the seaman's attention as well as the scholar. "It must be owned," says

he, "that it does not altogether come up to the formidable description that Homer gives of it, the reading of which, like that of Shakespeare's Cliff, almost makes one's head giddy. Neither is the passage so wondrous narrow and difficult as he makes it. Indeed it is probable that the breadth of it is greatly increased since his time, by the violent impetuosity of the current; and this violence too must have always diminished in proportion as the breadth of the channel increased. Our pilot says, there are many small rocks which shew their heads near the base of the large ones. These are probably the dogs that are described as howling round the monster Scylla. There are likewise many caverns that add greatly to the noise of the waters, and tend still to increase the horror of the scene. The rock is near 200 feet high. There is a kind of castle or fort on its summit; and the town of Scylla or Sciglio, containing 3 or 400 inhabitants, stands on its S. side, and gives the title of Prince to a Calabrese family." See SICILY and CHARYBDIS.

SDILLES Island, is a noted island of the Archipelago in the Mediterranean Sea, and one of those called Cyclades, anciently known by the name of DELOS.

SEA COAST Island, a small island so called near the main of the island of Sumatra in the Indian Ocean, is in lat. 4 deg. 10 min. S. opposite to the English factory of Bencoolen, and about 50 leagues from the straits of Sunda; between which there is no place of any note, though the coast is clean and bold, and has no dangers but what may be plainly seen. This island is a mark for anchoring in the road of Bencoolen, when it is brought to bear with that port at N. W. and S. E. and the Union Flag Staff on York Fort at E. by N. quarter E. distant 2 leagues, and Sillabar Hill at N. E. half E. distant 10 miles. The Sillabar Shoal, on which the sea breaks violently, is at W. S. W. from this island.

SEACONNET Passage, is the eastern channel of Rhode Island which goes up within land to the N. end of that island to the mouth of Taunton River, at Mount Hope Bay. It is one of the states of America, and a part of New England, and nearly due W. from the island called Martha's Vineyard.

SEACONNET Point, is the starboard point of land on the main at the entrance

into the Seaconnet Passage, and the southernmost point of land belonging to the state of Massachusetts in New England, on the coast of North America.

SEACONNET Rocks, are some rocks so called which lie off to the southward from the Seaconnet Point, and partly break off the sea from the Seaconnet Passage, but contract the channel towards the larboard side, so as to go in near the small island close to the S. E. point of Rhode Island.

SEA COWS Islands, so called, in the Indian Ocean, are in lat. 3 deg. 36 min. S. and long. 50 deg. 41 min. E.

SEAFORD, on the coast of Sussex, in the English Channel, is a small fishing town at the mouth of the River Ouse, between Beachy Head and Brightelmstone, and one of the Cinque Ports. It is in lat. 50 deg. 50 min. N. and long. 0 deg. 10 min. E.

SEA HEAD, otherwise called HOG's HEAD, a shoal off the coast of Norfolk that lies thwart of the N. end of the sand called the Middle of Winterton Ness, and due N. from the outer sand called the Calf Knowl. There are 3 or 4 fathoms at low water on this shoal, and the two windmills of Winterton, one in the other, is a mark for the S. end of this shoal; this will continue without either deepening or shoaling until Winterton church and the light-house come one in another, where deeper water will again commence. See HOG's Head.

SEA Horse Point, on the E. shore of the Welcome Sea, in the N. part of Hudson's Bay in North America, is to the S. E. from Cape Comfort, in lat. 64 deg. N. and N. by E. from Cape Pembroke, between which is a large bay.

SEA Island, the name of an island in the Archipelago Sea, in the Mediterranean Sea, situated in lat. 37 deg. 38 min. N. and long. 24 deg. 53 min. E.

SEAL Bay, on the E. coast of Patagonia in the South Atlantic Ocean, is a safe harbour, in lat. 48 deg. 10 min. S. and at N. N. E. and N. by E. from Port St. Julian, between which there is a depth of 20 fathoms, with a black sand at 3 leagues from shore. The shore in this course is all along a kind of bay with a long beach, and here and there a rock for 4 leagues.

SEAL Island, a small island on the W. coast of the island of Cape Breton in the

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gulf of Nova Scotia, near the coast of the main of North America, and about E. N. E. northerly from the most easterly point of the island of St. John's. It is to the northward of Painter's Harbour, and has Salmon River about 3 leagues to its N. E. and 2 leagues farther is a bay, before the mouth of which is an island.

SEAL Island, on the coast of New England in North America, is in lat. 43 deg. 26 min. N. and long. 65 deg. 56 min. W. and has high water on full and change days at a quarter before 9 o'clock, and is to the W. a very little northerly from Cape Sable, about 4 or 5 leagues. The variation of the compass here, some years ago, was 12 deg. W.

SEAL River, at the bottom of James's Bay, or the southernmost branch of Hudson's Bay in North America, is to the eastward of a river known by the name of Moose River.

SEAMS, on the coast of France, in lat. 48 deg. N. and long. 4 deg. 51 min. W. See SAINTS Point.

SEARN Buoy, in the mouth of the River Thames, forms a channel with the E. buoy of the Last called the Middle Channel, which is a mile at S. E. half E. from the middle of the E. end of the passage called the Narrows; the two buoys being only half a mile asunder, and both black, in the position of S. W. by S. and N. E. by N. The thwart marks for these buoys are, to bring Chislet mill on Reculver church at S. S. W. quarter S. this is also the best mark for running through Searn Swatch, where there is not less than 6 feet, and in some places 2 and 3 fathoms. This buoy of the Searn lies to the southernmost point of Margate Sand, and is the easternmost buoy that lies on the N. side of the channel; from which the steeple of the Reculvers bears S. by W. when a windmill will come open a little to the eastward of the church of the Reculvers.

SEARN Swatch, for which see under SEARN Buoy.

Port SEATON, on the Frith of Forth, is one of the numerous havens of that coast; in the bay off the port there is very good anchoring in from 5 to 8 fathoms. It is on the S. shore to the eastward of Edinburgh and Musselburgh, being 3 leagues to the E. of the former, and having a considerable trade in salt and coals. Its lat. is 56 deg. 0 min. N. and long. 2 deg. 54 min. W.

SEATON Sluice, on the coast of Northumberland in the German Ocean, is 6 miles from Tinnmouth; for which see HARTLEY Pans.

SEAWEATHER Sand, is a large and flat sand at S. E. by E. 4 miles distant from the Mumbles Point on the coast of Glamorganshire, or N. shore of the Bristol Channel. Between this sand and the point there is deep water.

SEBA Island, in the Eastern Indian Ocean, for which see SAVU.

SEBACO Island, on the W. coast of Mexico, is 3 leagues to the N. of Point Mariat, being in length from N. to S. about 5 leagues, and having near its N. point a shoal, and on the W. side the island of Gobernador, close to which on the W. side is a channel through into the bay of the Philippines. The land on the main to the E. from Sebaco, lies due E. and W. as far as to the Island Canales, and lies low to within 4 leagues of it. From Sebaco to Quicara is 15 leagues to the S. W. These are situated in a bay to the W. of Panama Bay.

SEBALDES Islands, on the coast of Patagonia. See SIBALDES.

SEBARIMA River, on the N. coast of South America, is one of the channels of the River Oroonoko, and is one of those principal outlets of that river that is found to be navigable for ships.

St. SEBASTIAN Cape, is the N. W. point of the island of Madagascar in the Indian Ocean, to the eastward from the coast of Africa, from whence the land turns easterly to Cape Natal, the N. E. point, about 25 or 30 leagues, being the whole breadth of this part of the island. Its lat. is 12 deg. 10 min. S. and long. 46 deg. 25 min. E.

Cape St. SEBASTIAN, is the eastern point of the gulf of Darien, on the coast of the Spanish main, and is 10 leagues from the western point or Cape Tiburon. The point is foul, and has a shoal lying off, which stretches out at N. W. by N. into the sea for 10 miles, and is consequently very dangerous; hence it is necessary to give it a large birth on going in. Here was formerly a city of the same name; but on account of the incessant rains and calms that prevail here, it was found to be extremely unwholesome, and was consequently abandoned.

Cape St. SEBASTIAN, on the coast of California

California in the North Pacific Ocean, is in lat. 43 deg. N. and long. 126 deg. W.

St. SEBASTIAN Fort, is situated on the S. side of the peninsula, which runs out W. from the city of Cadiz in Spain, as a means of preventing the approach of ships to the city on that side, in the part called the Island of St. Sebastian.

St. SEBASTIAN Island, a name sometimes given to the peninsula, on which the fort of its name is constructed, that runs out nearly due W. from the city of Cadiz in Spain.

St. SEBASTIAN Island, on the coast of Brazil in South America, and on the South Atlantic Ocean, is at S. W. by W. from the bay of Angra dos Reys; to the eastward of which are several other islands of lesser note. Ships sailing to the southward pass without all these islands. The city of St. Sebastian is large and handsome, and the capital of the province of Rio Janeiro, being seated at the mouth of the river of that name, which forms a very extensive and commodious harbour, and is defended by numerous forts. The city is well built, but ill situated for the health of the inhabitants, standing upon low ground which was formerly swampy, and surrounded by hills of vast height that entirely exclude the benefit of the refreshing sea and land breezes. Hence it becomes in the summer season suffocating and hot in the extreme, and is necessarily very unhealthy. It is observable that there are particular streets set apart in this town for the exercise of particular trades. It is in lat. 22 deg. 54 min. S. and long. 43 deg. 11 min. W.

St. SEBASTIAN, on the N. coast of Spain, or S. shore of the bay of Biscay, is a noted port at the mouth of the River Branco. It is a league to the W. of Port Passage, and 2 leagues from Point Figuera; and from hence to Cape Machicaco is 22 leagues at W. by N. having the River Oro at 4 leagues from it in the same direction, and Gataria or Counix at 7 leagues distance. This town is seated at the foot of a mountain, and its harbour is secured by two moles, and a narrow entrance for the ships. Besides being surrounded with a double wall, the town on the side next to the sea is fortified with bastions and half moons. It carries on a great trade, and is so populous, that several families are obliged

to live in the same house. There is a strong citadel on the top of the mountain. Their principal commerce consists in iron and steel, which have been frequently deemed the best in Europe; and they have also some trade in wool, which comes from Old Castile. It is about 17 leagues to the E. of Bilbao, and to the N. W. of Pampeluna, and is in lat. 43 deg. 24 min. N. and long. 1 deg. 56 min. W.

St. SEBASTIAN Sound, in the straits of Maghellan, on the coast of the island of Terra del Fuego, of which Cape Monmouth is the N. entrance. See **CAPE MONMOUTH**.

SEBENICO, on the coast of Dalmatia, or the N. E. shore of the gulf of Venice, is between Spolato to the S. E. and Zara to the N. W. and goes in eastward to the mouth of the River Cherca, within some small islands that lie near the shore to the E. from Long Island. It is a strong sea port, being 35 miles to the N. of Spolato, and 25 to the S. E. of Zara, and in lat. 44 deg. 17 min. N. and long. 16 deg. 46 min. E.

SEBOU Island, or **SIBOU**, on the coast of Cape Breton Island. See **SIBOU** Island.

SECAS Islands, or **DRY** Islands, on the W. coast of New Mexico, for which see **DRY** Islands.

Port SECHE, on the N. W. part of the coast of Spain, is about a league to the E. from Cape Finisterre, being frequently known by the names of Corcovia, Corch, or Corch Bayonne. See **CORCOVIA**.

SECOUR River, or Rio de *Bon Secour*, is on the S. coast of the island of Anticosti in the gulf of St. Lawrence, towards the W. See **ANTICOSTI**.

Cape or Point SECO, otherwise **SANDY** Cape, on the N. coast of South America, is to the eastward of Taratura Bay or River, near which, in the mouth of a small bay, is the island of Troquaqua.

SECUNDA, on the W. coast of Africa, is due E. from the River Antem about 4 leagues, and lies in a fine clean bight, having two factories, one of which belongs to the English, and the other to the Dutch. On this account much shipping resorts to this place, having an excellent road, the bight being almost as good as a harbour. The river St. John is about 3 leagues at E. N. E. from it.

SENGE Island, one of the small islands so called, amongst the Falkland Islands,

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in the South Atlantic Ocean, between Jason's Island and Saunders Island.

SEDGER River, in the straits of Magellan, is on the Patagonian shore or S. part of the continent of South America, to the southward of Port Famine, the mouth of that river being at S. W. as Cape Anne is the N. E. point of that harbour. After passing a sand bank there is 10 fathoms to the S. E. from it. From a ship at anchor in Port Famine, in 9 fathoms and a cable each way, this river bears at S. half W. and Cape Anne at N. E. by E. distant 3 quarters of a mile.

SEGAR, at the bottom of Bengal Bay in the East Indies, is in the way to the Kedgare River, and is one of the marks, as the Barabullo is the other, for sailing into the river of Hughly. Supposing a ship cannot get up so far as to be abreast with the head of the Barabullo, but is forced to anchor, it may weigh with the first of the flood before the tide runs up strong, or that the ship turns to the tide, and run on at N. E. by E. and N. E. until the N. end of the Segar bears E. by N. or that the Barabullo Tree on the W. shore bears at N. W.

SEGHILL, on the W. coast of Africa, is a mark for anchoring at Alampo, when is brought to bear at N. W. a little westerly. In that situation a ship will be abreast of Alampo nearly, a little to the W. of it. The land from Acra hither is all along full of palmetto trees.

SEGNA or **SEGNI**, is a strong town of Croatia, having a fort and a good harbour, on the coast of the gulf of Venice. It is 100 miles to the N. W. of Spoleto, and in lat. 45 deg. 22 min. N. and long. 15 deg. 21 min. E.

SEGOVIA, is a town of the island of Manilla or Luconia, the largest of the Philippines in the Eastern Indian Ocean, situated at the N. end of the island, at the distance of 240 miles to the N. from the city of Manilla. It is in lat. 18 deg. 36 min. N. and long. 120 deg. 59 min. E.

SEGUATANEIO Bay, otherwise called **CHEQUETAN**, is to the westward of the long beach which extends to the W. from Acapulco on the W. coast of Mexico, in the North Pacific Ocean, 18 leagues. It has a watering place. See **CHEQUETAN**.

Port SEGURA, on the coast of Brazil, has a very safe and commodious harbour, and its entrance may be known by 4 high rocks that look like the Needles at the

Isle of Wight in the English Channel, as a ship comes from the westward. The most westerly of these are in the form of sugar-loaves, and the innermost has an arch like a bridge, through which the sea makes its way. There is anchorage in the deepest part of the bay, in from 10 to 20 or 25 fathoms. Its lat. is 17 deg. S. and long. 40 deg. 5 min. W.

Cape SEGURI, in the island of Mytilene, in the Archipelago sea, in the Mediterranean, is the W. point of the island, and is distant from Cape Bobabara on the main land of Natolia, in Asia, 6 leagues at N. E. and S. W. from Ipsera Island 12 leagues, and from Scio 10 leagues. It is in lat. 39 deg. 15 min. N. and long. 26 deg. 0 min. E.

Porto SEGURI, is a harbour of the island of Mytilene in the Archipelago, at its W. end, which is so called from the cape of its name. An island lies just before it with some rocks, but if a ship is to the southward of this haven, it cannot possibly go in with a northerly wind, as that blows right out of the harbour. It is an excellent haven, being deep and safe, and no rocks except one that is above water, nor any shoals or foul ground in any part of it.

SEINE or **SEYN** River, on the N. coast of France, the entrance of which is in lat. 49 deg. 36 min. N. and long. 30 min. E. where it is high water on full and change days at 9 o'clock.

SEINE Head, on the N. coast of France, in the English Channel, is in lat. 49 deg. 44 min. N. and long. 34 min. E. See **SIENNE**.

SELAM or **SELAN**, on the W. side of Rio de la Gartos, which is in the midway between Cape Catoche and Cape Condecedo at the N. end of the peninsula of Yucatan, in the gulf of Mexico, is a look-out or watch-tower, from which the Indians watch for ships coming towards the coast. This is a high building, and is somewhat like to the towers of the Mediterranean, called Fire Towers. Some of these, as this of Selam, are built of timber from the ground, and others are like summer houses, or great cages up in high trees, large enough for a man or two to sit down in, having a ladder to go up, which ladder they pull up to them when they are entered. Another called Linchanchee is about 3 or 4 leagues farther to the W. and the coast between is full of little salt ponds, the biggest

biggest of which is not more than 10 yards long, and 6 yards broad. About 4 leagues farther to the W. is another called *Sisal*.

SELAN Island, another name for **Prince's Island**, being the denomination in the *Maliyan* language, is at the W. opening of the straits of *Sunda*, in the *East Indies*. See **PRINCE'S** Island.

SELBY River, in the *Isle of Man* in the midst of the *Irish Channel*, is a small river at the bottom of *Ramsey Bay*, into which small vessels may run at high water and lie dry at low water.

SELEUCIA ILBER, is an ancient town of *Asia* on the coast of *Syria*, at the eastern extremity of the *Levant* or *Mediterranean Sea*, about 8 miles to the N. of *Antioch*.

Rio de SELLA, or *SELLA* River, on the N. coast of *Spain*, is 5 leagues to the W. from *Idone* or *Lianes*, and 6 or 7 leagues at E. S. E. from *Villa Vitiosa*. To go in here, look out for a mast upon the E. land, and go in close by it; without the mast the W. side is foul, but within is anchorage before the village. It is a tide haven, and before the haven ships may come to an anchor in 6, 8, or 10 fathoms.

SELLABAR Point, on the coast of *Sumatra*, in the *East Indies*, is between *Bencoolen* and the straits of *Sunda*. Supposing a ship to be coming down off the coast from the northward, and in lat. 4 deg. 10 min. S. at no great distance from *Bencoolen*, and bound for the straits of *Sunda*, steer away at S. S. E. Not far from this situation of 4 deg. 10 min. S. under an island hard by the main is a very good road in 7 fathoms, and good holding ground, which bears only at W. by N. from *Bencoolen*; and about 2 leagues at W. S. W. from this island is a very dangerous shoal of sand off in the sea, the breach of the sea upon which is the only way of knowing it, as the ground is so extremely uneven and hazardous that there is no judging of it by any soundings. The only way to avoid it, is to keep near the island, taking care to give this point of *Sellabar* a good birth, and so keep along shore at S. S. E. easterly until a ship makes a small island close to the main in the lat. of just 6 deg. S.

SELLAGE Cape, on the S. coast of *Africa*, is 10 or 11 leagues to the S. from *Alvara*, *Marten's Bay*, the shore being very high with several white hills. It is also steep, so that ships may ride in 10

fathoms close under the land, in a very good ground. There is an island near the shore to the southward, which is but small, but the ground is foul and it must be avoided. The reef of *Sellage* is about 2 leagues and half more southerly, and at W. by S. from the main distant 3 leagues. On this reef are abundance of rocks, on which the sea breaks with great violence and noise. The coast is low and even to the southward from the cape, only that there are some little hills near *Black Jambua*.

SELLAGE Reef. See **SELLAGE** Cape.

SELSEA or **SELSEY** Bill, on the coast of *Sussex*, is a projecting land of the island of *Selsea*, at E. S. E. from the mouth of *Chichester Harbour*. This point is one of the marks for anchoring in the *Park*, when it bears at W. by S. half S. distant between 2 and 3 miles. See **PARK**.

SEMAU Island, is a small island of the *Eastern Indian Ocean*, off the S. point of the island of *Timor*.

SENEGAL or **SENEGAL** Island, on the W. coast of *Africa*, is about 5 leagues within the river of that name, and is not quite 3 English miles in length, nor more than a quarter of a mile broad, being mostly a white sand bank. The nature of the tides on this coast has been already mentioned, for which see **GAMBIA**, **GOREE**, and **PODOR**. Nothing is produced upon it but what is forced by art and the richest manure. Though the situation is very unhealthy, yet it is very populous; for the country to the N. E. and S. E. is covered with bogs, woods, &c. for 300 leagues E. and more to the N. and S. All this country is overflowed by the rains. At this island of *Senegal* the river rises gradually in the rainy season above 20 feet perpendicular, at which time the water is so much freshened that ships at anchor 3 leagues from its mouth there fill their water for the voyage home. The rains usually cease in *October*, when the waters soon abate, and lakes and stagnant waters are left on the low lands; so that when these are exhaled by the sun's heat, the effluvia from dead animals and other corruptible substances in them is almost insupportable. From hence it is that bilious and putrid fevers constantly rage from *August* to *November*; and it is particularly necessary to distinguish between them, as the mode of treatment is totally opposite. The former are cured by bleeding a little at first, which, with the

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the use of neutral salts, commonly change the complaint to a tertian ague, and that is constantly removed by the use of Peruvian bark; but bleeding must never be used in the latter, unless sometimes violent pains of the head may point out the expediency of cupping, the bark alone being here the sovereign remedy. From December to March, tertian fevers are so extremely prevalent, that bark is almost as necessary as common food; but from March to August the scurvy and dysentery alone occur, the air being at this time extremely pure, and the wind constantly blowing from the sea. These last complaints, in the healthy season, most probably proceed from bad water, salt provisions, and a want of vegetables; and the bark is found to be very serviceable in the scurvy, but dysenteries require no particular treatment, except a more frequent use of opiates. It is observable that in the hot season the winds blow so very hot from off the land, as to be compared with the heat and blowing from the mouth; and they also bring with them an intolerable smell. They are so extremely drying and hot, that even the wolves, tigers, lions, and other wild beasts go to the river, and plunge into the water, keeping only their nostrils above to breathe; and birds are known to fly at an immense height, and a vast way over the sea, until the wind changes and comes from the W. This island is in lat. 15 deg. 53 min. N. and long. 16 deg. 11 min. W. and has high water on full and change days at half past 10 o'clock.

SENEGAL River, in the W. part of Africa, near the mouth of which is the land of Senegal, has been generally deemed one of the mouths of the great River Niger, though no European has ever travelled so far up as to determine this matter with certainty. It is certain however, that it overflows like the Nile, and much about the same time of the year, and there can be little doubt that it must proceed from the same cause. It is 30 days before it comes to its height, when the river overflows its banks, and renders it difficult to find the channel by those who go up in boats. At Galem, 60 leagues from its mouth, the waters are 150 feet perpendicular from the bed of the river. The mouth of the river is only half a league over, and that is soaked by a bar through which there is

a channel of 12 feet deep; but within the bar the river glides gently, and is 4 fathoms deep. There are several reaches and bays within the river, and great ships may go up safely for 6 or 7 leagues, and smaller vessels from 30 to 35 leagues; but sloops and barges go up for 70 or 80 leagues, and boats many hundred miles. The pilots give the depths of water in the channel, and the setting of the currents in the several reaches, with the kinds of anchorage in the several bights of those reaches, and an exact account of the shoals and sands that lie off the points, some of which lie several leagues right up and down, as is usual in most great rivers. From hence to Cape Verd the coast trends to the S. W.

SENTWON Bay, on the W. end of the island of Jersey, in the English Channel, and bay of St. Maloes, is to the northward of the Corbier Rock, the point of Corbier being its southern limit. The pool of the same name near the shore is at the bottom of the bay, between two small rivulets which fall into the bay, the northernmost of which divides the parish of St. Owen on the N. of it, from that of St. Peter on the S. of it.

SENTOWN Pool. See the preceding article.

SEPARATION Bay, in the straits of Maghellan, is to the W. of Tuesday Bay, and about 3 leagues within Cape Pillar at the W. end of those straits, near the opening into the South Pacific Ocean. It was so named because the two vessels commanded by Commodore Byron and Captain Carteret separated near this part of the straits and never after joined company throughout their voyage.

SEPET Cape, near Toulon, on the S. coast of France, in the Mediterranean. See *Cape CEPET*.

SEQUE Salo Ville, on the coast of Spain in the Mediterranean, is a little to the W. southerly from Taragona, and on the W. side of the river; from which a point projects out southerly, called Point Salo, on the E. side of which there is anchorage in 10 and 9 fathoms, and on the W. side in from 10 to 3 fathoms.

SERCELLI, is a sea port of the N. coast of Africa, in the Mediterranean, situated a little to the W. of Algiers, in lat. 36 deg. 50 min. N. and long. 2 deg. 20 min. E.

SEREGIPPE, is a city of Brazil, in South America, with a harbour on the South

South Atlantic Ocean, belonging to the Portuguese. It is frequently called *SEREGIPPE DEL REY*, and is the capital of a province of the same name, about 40 leagues to the N. E. from St. Salvador, being in lat. 11 deg. 30 min. S. and long. 39 deg. 46 min. W.

SERENI Gulf, on the coast of Barbary, in Africa, or S. shore of the Mediterranean, is at S. W. by S. from Cape Falcon, and due E. from Cape Houardia about 4 leagues, having between them a small island called *Limachos*, about 4 or 5 miles from the E. part of the latter cape. Cape Fegalle is the N. E. limit of the gulf, off which are two small islands or rocks that are connected by a reef or small bank of sand. This gulf is at the easternmost part of the bottom of the bay, where a small river comes in; and there are two others to the westward in this bay.

SERFANTE Island, in the Archipelago, sometimes called *SERFO*, is between the islands of *Fermini* and *Argentera* with *Milo*, being due S. from the former, and due N. from the two latter. It lies nearly in the direction of N. E. from Cape St. Angelo, or S. E. point of the peninsula of the Morea, the islands of *Caravi* and *Falconera* being in the same direction, and nearly in the fairway between. We meet with it also under the name of *SERFOU*, and it has a haven at the S. E. end, but it is necessary to take a pilot. The fairway from Cape Angelo to the port of *Smyrna*, lies on by this part of the island, leaving it on the larboard, and passing *Sifanto* on the starboard, and so passing on to the islands of *Tinos* and *Micone*, going through between them.

SERFO, and *SERFOU*. See *SERFANTE*.

SERGENTO. See *GERGENTE*.

SERGIRE. See *REAL*.

SERIGNAN Island, is one of the *Ladrones* Islands in the Eastern Indian Ocean; but is so inconsiderable that it has no inhabitants, neither does it afford any anchorage, nor so much as water. Here the swell of the sea also is frequently very high.

SERIGO Island, is an island off the S. E. part of the peninsula of the Morea, at the opening into the Archipelago Sea, bearing to the S. W. from St. Angelo Cape. It lies 4 or 5 leagues from the main, and 9 leagues at E. by S. from Cape Matapan. The point of this island

lies high, as does also the main beyond it, and in coming against it from the sea from the westward it seems to be a part of the land of the Morea. Under the S. point of this island, and on the E. side of the point, there is a fine bay with very good anchoring, when the E. point is brought on at E. by S. and the S. point at S. W. by S. This is the best part of the road, in a depth of 23 fathoms, though it is a wild situation in a S. or S. E. wind. There is a great rock called *L'Ovo*, or the Egg, about a league from the shore, at S. S. W. from the S. W. point of the island, but it appears above water and may be seen by attention. The 3 small rocky islands called the *Dragooners*, or *Dragonera*, are about 3 leagues off the S. E. point, under which is a good road on the side towards the main island. These will be good marks for knowing the island by, as the island is for knowing them. From the E. side of this island to Cape St. Angelo it is 6 leagues to the N. E. At this island ships usually come to an anchor for a wind, either in going to any part of the Archipelago or Constantinople, or in returning. Under the northernmost of the rocks called the *Dragooners*, there is 22 fathoms with a fast to the rock, and no danger, being well sheltered from all winds. The island of *Serigo* is in lat. 36 deg. 9 min. N. and long. 23 deg. 24 min. E.

SERIGOLLO, or *SERIGOTO* Island, is to the S. by E. easterly from *Serigo* Island, being smaller than that, as the name seems to import, and in the direct fairway between the N. W. point of the island of *Candia* and Cape St. Angelo, the S. E. point of the Morea, the whole distance being very nearly 24 leagues at N. and S.

SERPENTERA Island, on the coast of the island of Sardinia, in the Mediterranean, is the easternmost of two islands which are situated to the E. from *Cortelazo*. On each of these islands is a watch tower, and this has many rocks about it. See *CARBONERA* and *CORTELAZO*.

SERRANELLA Island, in the West Indies, the middle of which is stated to be in lat. 16 deg. 10 min. N. and long. 80 deg. 45 min. W.

SERTES Island, belonging to the Canaries, in the North Atlantic Ocean, is in lat. 32 deg. 35 min. N. and long. 16 deg. 20 min. W.

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SE SERVAN, on the coast of France, on the S. point of the harbour of St. Baxos, and on the E. side of the river which comes down from Dinan.

SESTE River, on the S. coast of Africa, is 16 leagues to the N. from Cape Jumba; but it is so clifty and full of rocks and foul ground, especially the N. end of it, that ships must not come over than from 9 to 10 fathoms. Some part of the coast to the southward bears little, and there are some high hills with trees on them like pines and some others. Other high grounds look as if they were ploughed, with white spots of chalk upon them; but the shore all round is so rocky, that there is no coming to a less depth than 12 fathoms.

SESTORS River, on the W. coast of Africa, is about 18 or 20 leagues at E. by S. from the river Junk, and about 7 or 8 leagues at S. S. E. from the river St. John which lies between them.

There is anchorage on all the coast from Junk to the Sestors in the open sea, and the shore in from 16 to 20 fathoms. The mouth of the Sestors is known by a high and round mountain in the middle of a plain low country within land, which may be seen to a great distance at sea. To anchor at the mouth of the river, and to go up this mountain at E. half S. when the ship may ride in 12 fathoms; but there is a ledge of rocks to the eastward of the river's mouth, which shoots out a league into the sea, and must be carefully avoided.

There is also a rock at the entrance into the river, but it is above water, and may be seen, and must be left on the starboard going in. Ships can only go within about 3 leagues; but shallops and small boats go up higher. There is also a ledge of rocks a league to the W. of the Sestors, with a great flat running out about two leagues from the shore, over which ships may run in from 8 to 9 fathoms; and also to the southward of the Sestors there is a great reef that runs S. W. from the shore 2 leagues into the sea.

This river has a strong current, but is not raging; and as the channel is deep, the waters are consequently still. Ships may go in, anchor at the King's Village, and ride off here in the open sea; observe the times for going on shore, which must be in the afternoon with the sea breeze, and return the next morning with the land breeze. There are 2 channels into this river; but it is not safe to venture in.

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without a pilot. The E. point of the entrance into this river is called Cape Baxos, or the Low Cape, to the E. of which are many dangerous rocks, and several of them under water; and as they are directly in the fairway of the trading ships on this coast, there is great hazard that persons not well acquainted may run upon them. The entrance of the river of Sestors or Sestos is in lat. 5 deg. 50 min. N. and long. 7 deg. 57 min. W. The Island Palmas is 2 leagues to the E. of this river of Sestos.

SESTOS is a strong castle of Turkey in Europe on the coast of Romania, and on the N. W. shore of the straits of the Dardanelles, about 16 miles to the S. W. from Gallipoli, in lat. 40 deg. 12 min. N. and long. 26 deg. 54 min. E.

SETERISI Island, is a very small island of the Archipelago, nearly due N. from the E. end of Candia in the Mediterranean Sea, the Hifratelli islands being about midway between. It is contiguous on the S. S. E. side to Safrania, which is not far distant to the S. E. from the Island of Stannalia; and it is also due E. from Narafria.

SETRIE or CITRIE. See CITRIE.

SETTEVILLES, on the N. coast of Spain, otherwise called St. Martin. See ST. MARTIN.

SETUVAL Point, within the mouth of a river or inlet, nearly due E. from Cape Spichel, or the S. limit of the opening to the mouth of the Tagus, as Cape Roque is the N. limit. The channel into it is somewhat narrow, in the direction of E. N. E. to the point on the N. shore, opposite the projecting point of the south land, which opens the harbour of Setuval; for the fairway of the channel runs in close by the point of the N. land, where there is a small tower and a cross, and a fort to the eastward of it. This channel is extremely variable, having but 4 and 3 fathoms in some parts of it, but near the said point of the N. land 7 and 10 fathoms. Within the harbour there is anchorage before the citadel, at N. W. from the point of Setuval. As there are sands or banks on both sides of this channel, and some others scattering within the harbour, it is advisable for ships going in here to take a pilot. See SATUVAL.

SEUDRE River, on the main, is to the S. E. from the S. E. point of the Island of Oleron off the W. coast of France. It is at the E. or inner part of the Maumuson passage, which

which opens on the starboard side on going in towards the main through that channel. To go into this river run right into the mid channel, from the extreme S. E. point of Oleron Island, in the mouth of which is from 4 to 5 fathoms water.

SEVEN Capes, on the W. coast of Africa, for which see **SEVEN Points**.

SEVEN Cliffs, to the westward of Beachy Head, shew to a ship at sea, at 2 leagues W. by S. from Beachy Head, like a festoon or scollop of seven curves. There is anchorage in from 7 to 9 fathoms thwart of the W. end of these cliffs, right against the Swindle, from whence ships may run into the haven of Cookmore. The depth of water thwart of these cliffs without Beachy is 10 and 11 fathoms, and within Beachy thwart of them is 16 and 18 fathoms; but in mid channel there is 26 and 28 fathoms. The time of high water on full and change days is about 10 minutes before 10 o'clock.

SEVEN Heads, on the S. coast of Ireland, the W. limit of Sherry Bay, of which the Old Head of Kinfale is the E. limit.

SEVEN Islands, a cluster of islands amounting to that number, so called in the northern Frozen Ocean, being in lat. 50 deg. 31 min. N. and long. 18 deg. 48 min. E. Captain Phipps, afterwards Lord Mulgrave, with his Majesty's ships *Racehorse* and *Carcass*, was surrounded by ice among these islands from the 31st of July to the 10th of August, 1773; when a brisk wind at N. N. E. accomplished their deliverance, by dispersing the ice, and saved them from the dreadful prospect of perishing by the winter polar cold.

SEVEN Islands, on the coast of Lapland, are situated a little to the southward of Golden Bay, and to the E. of them is a great sound or bay called the Skipper. These islands lie along shore in a line, at N. W. by N. and S. E. by S. The first of them, or the northernmost is the largest, and this with the 3 next follow close upon one another, at the distance of about a mile from the land, between which 4 and the main is a channel for ships; but the fifth lies very near the land, and does not admit of any such channel, and the two last lie a good way to the southward of the fifth, within which

two also there is a passage for ships. There is also a safe passage between any of these islands, except between the second and third. Between the northernmost of these islands and the main there is a little rock, to the southward of which ships may anchor in from 4 to 7 fathoms and plain sandy ground; and there is anchorage also under the S. point of the first 4, with an anchor to sea and a hawser on shore, in 19 fathoms, so as to be pretty well out of the tide. There are several small houses of the Laplanders upon the main land against the N. point of the northernmost island; but no houses upon the islands. These islands are about 4 leagues from a long low island close to the shore towards Rinde Harbour.

SEVEN Islands on the N. coast of France, are about 6 leagues to the westward of Brehat, and about 1 league from the main; and the easternmost of them is 4 miles at N. by W. from Green Island. There is no passing among the Seven Islands, but only to the southward of them; but there is a broad channel between them and Green Island where ships may sail safely. From the easternmost end there lies off a ledge of rocks to the southward, and upon the southernmost end of the ledge is a rock above water which is a good mark for sailing about the ledge. These islands are known by the church of La Clarte upon the main, otherwise called Our Lady of Clear Nefs, which has a high steeple on the main land, and is thwart of them. The shoal called the Treacle Pots is about 2 leagues to the westward. Also at N. W. from the W. end of the Seven Islands is a sunken rock that may be seen at low water; and there are also some rocks, about 2 miles from the main, and 4 or 5 miles at S. W. by W. from the Seven Islands that come dry at very low ebbs, and others about 1 mile from the main that are always dry.

SEVEN Islands Bay, is on the N. side of the River St. Lawrence in North America, and a very secure harbour for ships in any wind. It is 25 leagues from the W. end of the Island of Anticosti in the sea or gulf of St. Lawrence, and in lat. 50 deg. 20 min. N.

SEVEN Points or Capes, on the W. coast of Africa, is situated between the two capes of Bajador and Olloguedo, being a very rugged coast, and the rocks

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standing out together are called by this name. They are in lat. 37 deg. 30 min. N. and long. 6 deg. 15 min. W.

SEVEN STONES Rocks, a range of rocks so called between the Land's End and the Scilly Islands, being almost 7 leagues from the former at W. by N. and N. E. by E. and E. N. E. almost 3 leagues from the latter. They do not appear above water, but the sea is plainly seen to break over them. The tide sets here as it does at the Scilly Islands.

SEVERN Fort, in the S. W. part of the middle or most spacious division of Hudson's Bay in North America, is situated on the E. point of the river of New Severn at its mouth; from whence the coast trends one way to the N. W. to Hayes River, and the other E. a little northerly, to Cape Henrietta Maria, or point of James's Bay. Its lat. is about 55 deg. N. and long. 89 deg. W.

SEVERN River, is what properly forms the inner part of the Bristol Channel, and is one of the most noted rivers of Great Britain. It rises near Plinlimmon Hill in Montgomeryshire, and before it enters Shropshire receives more than 30 streams; it then passes down to Ludlow, where it receives the Morda that flows from Oswestry. On arriving at Monford, it receives the river Mon, and passes on to Shrewsbury which it almost surrounds; it then flows on to Bridgnorth, passes by the skirts of Staffordshire, and enters Worcestershire. Having visited Worcester, it runs on to Tewksbury, where it joins the Avon, and from thence to Gloucester; from whence it keeps a north-westerly course until it discharges itself into the Bristol Channel. It begins to be navigable for boats at Welchpool in Montgomeryshire, and is navigated by vessels of large burden more than 160 miles from the sea, without the assistance of any lock; on which account, besides its receiving a vast many tributary streams that have not been mentioned, it may be deemed the second river in England. It must be observed, that such is the rage and impetuosity of the tide, whether of flood or ebb, that no vessels venture up it farther than King's Road without pilots. The highest flood which has been known in the memory of man was occasioned in the Severn on the 9th of October, 1795, by a strong westerly wind and the high spring tides naturally to be expected; it overflowed the sea banks, and laid a great part of the

country under water, by which a great many cattle that were pasturing on the low ground and about 1000 sheep perished.

New SEVERN River, is a pretty considerable river so called, which comes from the S. westerly into Hudson's Bay in North America. See SEVERN Fort.

SEVERNDRÖÖG, is a port of the hither peninsula of India, in the Indian Ocean, on the western coast, or what is commonly called the coast of Malabar. It is stated to be in lat. 17 deg. 56 min. N. and to be only 2 leagues to the S. from Bombay. There is water enough round the harbour and forts for small ships of war or bomb vessels, and even for a 40 gun ship; and on the eastward is also sufficient depth to admit a 50 gun ship. It is situated on an island within mulquet shot of the main; but there is no more than 2 fathoms and a half of water in the strith. On the main land is Fort Goa, and the largest of the land batteries.

SEVILLE River, or GUADALQUIVER, which see under that head.

SEWEE Bay, or BULL's Harbour, on the coast of S. Carolina, is to the S. W. from Cape Carteret, and goes in at the N. E. end of Bull Island, between that and another island which is contiguous to the main. The long and narrow island called Racoon Keys is between Cape Carteret Island and the entrance to this harbour.

SEYCHELLES Island, an island in the Indian Ocean, is in lat. 4 deg. 37 min. S. and long. 55 deg. 38 min. E. and has high water on full and change days at half past 5 o'clock.

SEYER Islands, on the coast of Siam in the Eastern Indian Ocean, the precise situation of which we cannot at present ascertain.

SEYNE Head and River. See SEINE.

SEZIMBRE, to the E. from Cape Spichel on the coast of Portugal, is on the main land towards Satual. It has a castle which stands upon a flat hill, the top of which may be seen from near Cape Spichel, and looks like the great top or ridge of a country house. There is anchorage before it in 15 or 16 fathoms.

SHAG Island near the entrance into Christmas Sound on the S. coast of the island of Terra del Fuego, and will be known by a black rock that lies off its S. end. This rock in coming round the point of York Minster, or W. limit of the sound, is to be left on the starboard,

as the rocks and islands lying off and within the point of York Minster are to be left on the larboard. The entrance to Port Clerke in this sound is just to the N. of some low rocks that lie off a point on Shag Island.

SHAG Rock, in Plymouth Sound, near the S. W. extremity of the county of Devon, and on the S. part of the English coast in the English Channel, has been noted already under the head of **PLYMOUTH Sound**, which see.

SHAHAR, on the coast of Arabia in the Indian Ocean, is 12 or 13 leagues at E. by N. from the E. point of the Bay of Maculla, in lat. 14 deg. 52 min. N. Ships may run along shore on this part of the coast in any depth at pleasure from 9 fathoms to no bottom. This place will be known by two hills, one of which is to the N. and the other to the S. W. of the town. It has a good fair weather road, but no harbour, being a mere strand or plain shore. To anchor here, bring the northernmost hill at N. E. by N. and the westernmost hill to bear W. when there will be 9 fathoms and a good sandy ooze. It is 15 leagues from hence due E. to Cape Bagathuia.

SHAKESPEARE'S Cliff. See **HIGH Cliff**.

Point SHALLOW Water, on the N. W. coast of America, in the North Pacific Ocean, is in lat. 63 deg. N. and was so named on account of the very small depth of the sea near this coast, when it was first visited by Captain Cook. Between this point and Shoal Nefs, which is 3 deg. of lat. to the southward, or in 60 deg. N. that great navigator did not explore the coast, on account of the very shallow water he met with in traversing this part of the ocean, which he considered as a sufficient demonstration that the great object he had in view, the discovery of a north-west passage, if any such existed, could not possibly be met with in this track.

SHAMBLES, a long hard sand off from the S. E. part of the Island of Portland in the English channel, the very edge of which on the inside will be found by bringing Weymouth Castle on upon the E. point of the land of Portland. Their distance from the Bill of Portland is about 3 miles at E. by S. or E. S. E. and they have only 14 or 15 feet upon them at low water, and some accounts say but 12 feet. This sand bears S. E. easterly from the lights of Portland; and, in coming from the

westward, a course of E. by S. from the place of passing the Race of Portland will keep clear of it. To go into Portland Road, it will be necessary to keep Wick church on the land in sight, and open to Portland, to avoid the Shambles. It is high water on full and change days within this sand, about a quarter before 7, but in Burton Bay not till half past 7 o'clock.

SHANNON River, on the W. coast of Ireland, is the largest river of that kingdom, which has its rise at Loch Allen in the province of Connaught, dividing it from Leinster and Munster, and after running through several lakes falls into the sea between Kerry Point and Loop's Head. On account of a cataract above the town of Limerick, it is not navigable above 50 miles. A description of its navigation may here be very pertinently given. From Loop's Head, or the N. point of the mouth of this river to Kilcoridon Point is near 3 leagues to the E. This point is on the same shore of the river, at the narrow part of the opening, and projects out southerly so as almost to shut up the channel from the sight of ships to the westward of it, especially if they are pretty near to the N. shore. The river is near half a league broad, and has a depth of 20 fathoms. The next remarkable object is Scatrix Island, about 5 miles to the E. northerly from this point, and good anchorage in the way; but ships must be cautious of a bank that stretches out from the point of the S. shore, called Bell Castle Bank, to the eastward of Kilkerden about half a league, by steering two points or more to the N. of E. from Kilkerden, as a ship passes that point at more or less distance. Scatrix Island is all clear, only that on the N. W. point there lies a small shoal, close to which there is 2 fathoms and a half water; but there is 7 fathoms close to the island in the channel on the N. side of the island, and 12 fathoms in the middle. The small island called Hog Island is about half a mile at E. N. E. from this island; and between these two islands there is a clear channel of 2 fathoms. The Hog Island is not far from the N. shore, but there is a channel between it and the main in 5 fathoms; and there is also good anchorage any where about these islands. Tarboard Point or Island on the S. shore of this river is the next object of attention, being E. by S. half S. distant 11 miles from Scatrix Island. There

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There is a fair passage on both sides of the river, with good anchorage any where, and from 30 to 12 fathoms in depth; and there is 10 fathoms close to the point, and 15 in mid channel. Tovine Island to the S. shore is about 2 leagues and a half to the E. from Tarboard Point; the ships must keep the S. shore pretty well on board to clear the N. main, which, at about 2 miles to the eastward, runs out to the S. at least they must not go farther towards the N. shore than the middle of the channel. It is deep water and good anchorage all the way, and no sort of danger to be apprehended. Passing Tovine Island about 3 miles at E. by N. from it is a great rock called the Beef of Meu, and 2 small rocks called the Little Beefs, in the form of a triangle, which are foul, and therefore it will be necessary for ships to keep to the southward of them in 9 fathoms water. There is a deep bay to the N. of these rocks, which is full of small islands and rocks, which are several shallow channels going into Clare River. Proceeding eastward from the Beefs, keep the middle of the channel, as there are some sunken rocks about 3 miles and a half farther, which lie upon the end of a middle ground, and are called Hart Rocks; the proper passage is to the southward of them 3 fathoms and 2 fathoms and a half water, and 4 miles farther on the N. shore is the opening of the river Bon or Ratty, near the E. point of which are two islands, the first of them being called Key Island, and the other Grass Island. A mile short of these two islands is a shoal of rocks from the S. shore, called Doagh, that lie directly off Foany point which is on the N. shore of the river, and is known by an island which runs to the W. abreast of that point, called the Saince. The channel then is nearly due E. in mid channel from Foany point to Key and Grass Islands; and passing them, so as to leave them on the starboard side, turn short round the most westerly of them, and keep in mid channel. These two small islands are about half a mile from the island Grass, between which ships may pass in the middle of the channel, in 2 fathoms water. About a mile farther are some rocks on the N. shore, which may be passed without danger by keeping the middle of the river somewhat to the southward. From hence, ships may sail up to Limerick in mid channel, as there is no more danger;

and on coming before the town, make fast to the castle with 3 or 4 cables. because the tides both of flood and ebb run very strong there.

SHAPINSHA, an island of the Orkneys, situated to the N. E. of Mainland, which is the principal of them to the northward from the N. Point of Scotland, between which and Pomona is the passage or channel into Kirkwall Road. In going in there, the Island of Elgarholm is left on the starboard side and the Island of Thievesholm on the larboard. In passing through Stronsa Frith also to go to Wire Sound from the eastward, as soon as a ship has entered the Frith between the Mulhead and Stronsa, it must keep over to Shapinsha, and sail between it and Green Island, leaving Shapinsha on the larboard side.

SHARMAK, on the W. coast of Africa, on the Gold Coast, is between Succondee and Commenda, and is situated on the side of a river which is not navigable, in a flat country, about 15 miles E. from Succondee, and belongs to the Dutch, and is about 13 miles to the W. from Commenda. The French used to stop here to purchase canoes, without which they could not land at Whydah, and also to procure wood and water for their ships.

SHARP'S GUTT, on the N. part of the island of St. Kitt's or St. Christopher's in the West Indies, is to the eastward of Sandy Bay, and a little to the westward of Eltridge's Gulf, which falls into the sea on the W. side of St. John's Church. A long narrow bank of sand lies before both of them, running out from the point near the church obliquely from the land, round the W. end of which vessels may go in, and run towards the mouths of these rivers.

SHEBA or SABA Island. See SABA.

SHEBY Head, perhaps SHEPY, is the E. point of the Island of Valentia, lying near the S. limit or opening of Dingle Bay or Castlemain Harbour, near the S. W. part of Ireland. A sound goes in between this island and the main. See VALENTIA.

SHEEP'S Bay, on the S. coast of Africa, is at S. by W. from a broad point called the Three Friars, and 20 leagues to the N. of Tyger's Bay. A small reef trends off to seaward from the S. point of this bay.

SHEEP'S Cove, is between Bay Robert and Port Grave on the E. coast of the island of Newfoundland, in the direction of W. S. W.

S. W. about the point. It lies on the starboard side of ships going into the latter, in which a ship may be moored head and stern, and ride in from 4 to 5 fathoms water, while the anchors lie out in 22 fathoms to the S. W. about a cable and a quarter length from the ship; for by veering out such a length of cable, the ships are enabled to come near the fishing stages. From hence at S. S. W. it is 4 miles to Cupid's Cove.

SHEEP'S Haven, on the N. W. coast of Ireland, is a large and wide harbour at W. S. W. from the entrance into Lough Swilly, where ships may lie secure from all winds. It is in some parts rocky and foul; but it lies out of the way of all business, and is therefore entirely useless. Its W. point is called Cape Horn, from a hill that has two heads like two sheep's horns. There is a deep bay to the W. of the point, as there is another between Lough Swilly and this haven.

SHEEP Island, is on the E. side of the entrance into Milford Haven, on the coast of Pembrokeshire in Wales, and on the same shore within is Rat Island; and on the W. are the Islands of Schookham, Scaumore, and Gresholm.

SHEEP'S Head, is the N. point of the opening of Dunmanus Bay, at the S. W. extremity nearly of the coast of Ireland, otherwise called **MINTERBARRA**, and the S. point of the entrance to Bantry Bay. It is about a league and a half to the N. E. from a point called **Three Castle Point**, on account of 3 old towers that stand upon it; and from **Sheep's Head** to **Beer Haven** is about a league at N. W. by N. This point is in lat. 51 deg. 24 min. N. and long. 10 deg. 7 min. W. and has high water on full and change days at 3 o'clock.

SHEEP'S Island, is a small island almost close to the main on the N. coast of Ireland, within Rathlin Island; but there is a safe passage between it and the main, except that on the W. is a ledge of rocks that will easily be avoided, because it appears above water, and the channel is every where good.

SHEEPWASH or **SHIPWASH** Sand, is a long narrow fand, stretching out to N. by E. easterly, without the Bawdley fand off the coast of Suffolk. Its S. end bears nearly at S. E. by E. from Bawdsey Cliff, or E. point of the entrance of Woodbridge Haven or River, and the N. end about S. E. from Orford Nefs.

The channel of the Sledway is to the southward of this land where ships must keep off in 6 fathoms; and the mark for the S. W. end is to bring Bawdley Church on the E. end of the great wood at N. W. by N. distant 7 or 8 miles, and for the middle of the land the same church at N. W. by W. half W. and also for the N. E. end of the land at W. half N. distant 9 or 10 miles, when Orford Castle will bear at N. W. half N. and Orford lights at N. N. W. half W. distant 7 or 8 miles. The S. E. side of the land lies almost like a half moon, both ends spitting out very much, and having 9 fathoms off them, very near; and the middle is also steep to 6 or 7 fathoms and almost dries.

There is a very good channel northward within the Sheepwash, between it and the Bawdsey Sand, in various depths from 6 to 10 fathoms; but the fairway is in from 8 to 10 fathoms, taking care never to have the lower of the Orford lights more easterly than N. half E. which will just clear the N. E. end of the Bawdsey sand. The lower light at N. after a ship has run along the inside of the Sheepwash will clear all the sands. The time of high water in this offing between the sands, is about 10 minutes before 11 on full and change days.

SHEER NESS, is a town of the county of Kent, on the N. point of Sheppey Island, where the W. Swale or Medway falls into the River Thames. A royal fort was erected here in the time of King Charles II. for the protection of the River Medway, in the place of another which had been demolished at Queenborough; where a line of cannon faces the mouth of the river, with good apartments for the officers of the navy, and garrison, having also a yard for naval purposes as an appendage to Catham. The garrison and yard heretofore were supplied with water from thence, but an excellent spring has been lately discovered here. From hence to Rochester bridge is between 16 and 18 miles; and Sheerness, though deemed one of the most unhealthy spots in England, was erected after the year 1665, when the Dutch passed up the Medway and burnt the men of war at Chatham, to prevent the possibility of a similar surprise. It is in lat. 51 deg. 31 min. N. and long. 4.5 min. E. and has high-water on full and change days at 12 o'clock.

SHEGNECTO Bay, for which see CHIGNECTO or CHIGNITOU.

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SHELLOCKS Rocks, are 3 very great rocks on the W. coast of Ireland, about 3 leagues to the southward of the Blaskets; of which the easternmost is not more than 1 league from the main, and the westernmost something more than 3 leagues. They appear at a distance like ships under sail. Dingle Bay lies between the Blaskets and the Shellocks, being distant from the latter 9 leagues. They lie out to the S. westerly from the W. end of Valentia Island and nearly W. from Kenmare River along the shore. Cape Dorset is 6 leagues to S. E.

SHELTER Island is an island in the bay between the E. end of Long Island, to the W. from Gardiner's Island, between the two insular extremities of that island, being about 7 miles in length from N. to S. and 5 miles from E. to W. It almost shuts up that part of the island, though there is a narrow channel or sound on each side to the westward into the bay or gulf, where, if there is depth of water, which we cannot take upon ourselves to affirm or deny, vessels would lie securely in a perfect basin.

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SHERBORN is a town of Massachusetts Bay on the coast of New England in North America, about 3 miles to the W. of Natick, and 6 to the N. from Medway, and is situated on a branch of the Charles River.

SHERBON or SHERBURNE, in the Island of Nantucket in North America, is to the eastward from the N. E. end of Long Island, and the mouth of Connecticut River, not far from the coast of Massachusetts, and the only town in the island.

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exist, on a signal given, a pilot will come off to conduct a ship in. It must be observed, that the ground in the haven is very shifting and uncertain, though there is generally in the shoalest place from 2 fathoms and a half to 3 fathoms; but ships going in here would do well first to sound with a boat, and it may also be commendable to take a pilot. At any rate, never venture in with an ebb-tide, which here runs very sharp and the water soon falls; the flood-tide also runs very strong, but there is much less danger, because if a ship should touch any where, it will be off again immediately. After a ship is within the harbour, there is anchorage any where, though ships in general run up to the mouth of the Madra Bomba, which comes into the same river, and is moreover the principal place for trading. The natives indeed traffic on both shores and ships may ride under the land on both shores, as it is high and there is a sufficient depth. Sloops and barges may go a great way up the river and trade on both sides. From hence to Cape Mount is 14 leagues to the E. and E. by S. and at Sherborough it is high-water on full and change days before 7, but at Sierra Leon, which is 100 miles to the N. W. it is not high-water till half past 7 or more.

It has been remarked, that if the natives are disposed to trade with ships that come hither, they will make a great sloop on the shore to invite sloops to come to an anchor there; by which they mean to signify, that there is good riding for ships, and that the people may come on shore. But prudence will always dictate the propriety of trusting to the lead to discover the depth, as they are not always to be confided in implicitly; for as they are not always accurate as to their knowledge, neither are they always to be relied on for their sincerity, as treachery is a very prominent feature in their characters. Plenty of all necessary refreshments and provisions may be procured here, especially rice; and the navigation of this river is very necessary to be known, that sloops may go up from the ships to fetch those provisions. The fort of Sherborough, at the mouth of the river, is in lat. 6 deg. N. and long. 11 deg. W.

SHERE Island or LITTLE ARRAN, is the innermost of the 3 islands on the S. side of the sound leading into Galloway Bay on the W. coast of Ireland, between

all which there are channels or passages into the bay. That channel which is between this island and the main is bold, keeping to the shore of the main, to avoid a shoal on the side next the island which stretches out half-way across. This is called frequently the S. Passage, and is a very safe channel, having 15 or 16 fathoms in the fairway quite through.

SHERE Island or INISHERKIN, is N. by E. from Cape Clear between it and the main; between which and the Island of Spain, if a ship is to the northward of it, is a passage through to the northward, and a ship may come out again into the sea by Cape Clear; but there is not more than 12 or 13 feet at half flood between Inisherkin and Spain. It is rocky also and shoal in several other places between these islands, on which account, it is not advisable to go through within, unless by persons who are very well acquainted, and then only at high-water and spring-tides.

SHERVER Sound, on the coast of Norway, is within the sound called Suyer Sound, and nearer to the land, through which ships may sail into Alten Bottom in the direction of S. E. but to go in there a pilot must be taken.

SHERWICK Point, on the E. coast of Newfoundland, is 2 leagues at S. W. by S. from Breakheart Point. It is the N. point of Old Perlican or Perlican Bay; and to the southward of Breakheart Point lies Scurvy Island a little from the shore, between which and Sherwick Point runs in at S. by E. a deep bay for 3 quarters of a mile, but not of much use. This point of Sherwick has an island off it, between which and the point there is no channel; though it has the appearance of being fair, yet the ground is foul, and a shoal lies off from it to the land, but on the S. side of that island the channel is good, and being in, a ship may anchor in from 4 to 5 fathoms. Be careful, however, to avoid a rock that is even with the water, and some rocks that are quite under water about the middle of the bay.

SHETLAND Islands, to the northward of Scotland and of the Orkneys Islands, are about 86 in number, of which 46 are inhabited, and 40 others called Holms are used only for pasturage. They are situated between the lat. of 59 deg. 54 min. N. and 61 deg. 15 min. N. The long. of the N. part is also 2 deg. 11 min. W. at Lambo Ness, and of the S.

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part 1 deg. water on former at 4 o'clock. Faid to belong lat. 59 deg. 43 min. W. tides at 4 o lat. 60 deg. 25 min. W. full and change the entrance deg. 9 min. the variation 45 min. W.

They have deemed very contain 3 tin neys, and are to Utrecht, Dutch island mate of the being agreea northerly situ very late, the turn very d also of shor sets in about April, and habitations not such mi represented. of the princ land, is bogous; but the near the coast gether, and and pasture. fine crops of they cut com which serves winter. Th are larger th ly Islands of ing more e horses are fr well shaped, rive to a gre neral are wel no rivers; y and small fre stored with t these rivulet weight of 15 coasts of the with fish, and of cod, ling, haddocks, w various other

t 1 deg. 55 min. W. and it is higher on full and change days, at the mer at 4 o'clock, and at the latter at 3 o'clock. Fair Island may perhaps be deemed to belong to the Orkneys, which is in 59 deg. 38 min. N. and long. 1 deg. 1 min. W. and has high-water at spring-tides at 4 o'clock; and Foul Island is in 60 deg. 12 min. N. and long. 1 deg. 1 min. W. and has high-water on the full and change days at 3 o'clock. At the entrance of Brazey Sound, in lat. 60 deg. 9 min. N. and long. 38 min. W. the variation some years ago was 24 deg. min. W.

They have been much neglected, and are of very inconsiderable size; but they contain 3 times as much land as the Orkneys, and are supposed not to be inferior to Utrecht, Zealand, and all the other islands taken together. The climate of these islands is indeed far from being agreeable, on account of their very westerly situation; so that the spring is late, the summer short, and the autumn very dark, rainy, and foggy, and of short duration. Their winter begins about November, and continues till April, and sometimes till May. The occupations of the people are, however, such miserable hovels as have been mentioned. The soil in the interior part of the principal island called the Mainland is boggy, moorish, and mountainous; but there are some pleasant flat spots on the coasts which extend for miles together, and are very fertile both in corn and pasture. The mountains produce crops of grass in the summer, and cut considerable quantities of hay which serves for food for their cattle in winter. The black cattle of Shetland are larger than those of the more southern islands of Orkney, owing to their having more extensive pastures. Their horses are small, but strong, stout, and well shaped, and they live hardy, and are of a great age. The islands in general are well watered, though they have many rivers; yet they have many rivulets and small fresh-water lakes that are well stocked with trout and eels. In some of the rivulets, they have trout of the weight of 15 and even 20 pounds. The coasts of these islands are also well stocked with fish, and they export great quantities of cod, ling, &c. Here are also codlings, haddock, whiting, turbot, skate, and many other kinds of fish; and in many

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of the bays and inlets of the sea are prodigious quantities of excellent oysters, lobsters, mussels, cockles, and other shell-fish. They have also seals and others, of an amphibious nature; and they sometimes find amber and ambergrace on the coasts. The principal island of Mainland is about 60 miles from N. to S. but very irregular in breadth from 20 miles to 2; and the whole coast, a few places excepted, is a high inaccessible rock.

The phenomena of the *Aurora Borealis*, which the inhabitants of these islands call *Merry Dancers*, are here more than usually curious, and may properly be noticed, that seamen may not be surprised at their appearance. They are the constant attendants of clear evenings, and prove great reliefs amidst the gloom of long winter nights; they commonly appear at twilight near the horizon of a dun colour, approaching to yellow, where they sometimes continue for several hours without any apparent motion. After this, they break out into streams of stronger light, spreading into columns, and altering slowly into ten thousand different shapes, varying their colours from all the tints of yellow to the most obscure russet. They often cover the whole hemisphere, at which times they make a very beautiful appearance, and are frequently very brilliant. Their motions at these times are amazingly quick, and they astonish the spectator with the rapid change of their form. They break out in places where none were before seen, skimming briskly along the heavens; and they are as suddenly extinguished, leaving behind them an uniform dusky tract. This again is brilliantly illuminated in the same manner, and as suddenly left a dull blank. In some nights they assume the appearance of vast columns; on one side of the deepest yellow; and on the other declining away until it becomes undistinguished from the sky. They have generally a strong tremulous motion from end to end, which continues till the whole vanishes; and they differ in colour according to the state of the atmosphere, often assuming the colour of blood, and making a very dreadful appearance. On these accounts the rustic sages assume the airs and consequence of a prophetic spirit, and from hence are in the habit of terrifying the gazing spectators with the dread of war, pestilence, and famine; a practice which is by no means unfrequent in

the northern counties of England, and in parts where the relics of superstition and the barbarous effects of ignorance have not been fully succeeded by learning and science. It has been remarked, however, that in England we see but the extremities of these northern phenomena, and have consequently only a very faint idea of their splendour and motions.

SHEVA, or **Xobea**, on the N.W. shore of the Mediterranean Sea, is situated in a small deep bay lying in to the N. W. about 2 leagues beyond Cape St. Martin's. There are some light-houses or fire-towers, and a good road with 12 or 14 fathoms. On the point or cape of this bay, called Cape Antonio, there is a light-house and several windmills near the town; and the road is before the town, where ships may lie close to the highland on which the mills are, having two anchors to seaward and a headfast ashore, because that the E. and E.S.E. winds blow right in. The town of Denia is on the N. side of the cape under a high hill.

North SHIELDS, on the N. or Northumberland side of the River Tyne, near its mouth, is a very populous but a very dirty place, chiefly inhabited by sailors, carpenters, and other artificers that are concerned in the shipping business. It may be considered as an appendage to Newcastle after a similar manner as Gravesend to London. Vessels of large burthen here take in their lading, where the river forms a small bay, that is a deep and safe road for loaded colliers, where 400 of them have laid at a time in rows or tiers.

South SHIELDS, though only a village, is a considerable and populous place on the S. shore of the River Tyne, which also participates in the trade of Newcastle, as well as its neighbouring town on the opposite shore; where also many of the largest colliers take in their lading. At this place also are many ships built; and many ships also belong to it. This side of the Tyne is in the county of Durham. It is a place very famous for its salt-works, having more than 200 pans, and great quantities of salt are boiled and made here; and its glass-works also are a distinguished manufacture. On both banks of this river are also many convenient houses for the accommodation and entertainment of seamen and colliers; for most of the Newcastle coal-fleet have usual-

ly their station here, till their coals are brought down in barges and lighters from Newcastle.

SHIMENE Port, on the N. side of the Island of St. John, near the coast of Nova Scotia, and at the S. part of the Gulf of St. Lawrence, called the Gulf of Nova Scotia. It is to the W. of St. Peter's harbour, having a very narrow entrance, but forming a very spacious basin within. The coast from hence on the W. trends somewhat northerly to Gotteville Island and Kikibouget harbour.

SHINGLE, on the coast of Sussex in the English channel; for which see **RYE**.

SHINGLES Sand, a loose shifting sand or gravel to the N. or N. W. from the Needles Point at the W. end of the Isle of Wight, running off from the point of Hurst Castle on the N. shore, where it joins with a tail, to the W. by S. and being broadest towards the middle and W. end. It is sometimes dry at low water for a considerable space, and at other times very little dry, according to the force and operation of the wind. To the N. and N. W. of this sand along the N. shore, from Hurst Castle Point is called Christchurch Bay, which has a sandy bottom and gradual shoalings. It must be observed by ships passing in or out of the Needles within the island, that the flood-tide which sets from the westward sets strong upon the Needles, and that the ebb on the contrary sets strong towards the Shingles, a circumstance that should be well attended to by vessels sailing this way; the depth between them is 4 and 5 fathoms.

SHIP CHANNEL, is a passage into the port of Charles Town in S. Carolina on the coast of North America, that probably which is sometimes called the N. Channel, along the E. coast of Sullivan's Island, between the middle of that side of the island and the sand called the N. Breakers. But in this we beg leave to express ourselves with caution, being only certain that there is a channel of this name going into or within the limits of the haven of Charles Town without being enabled precisely to ascertain its situation.

SHIP Cove, in Nootka Sound, is on the N. W. coast of North America, on the North Pacific Ocean, and is situated on the N. W. coast of the eastern inlet or N. E. corner of the sound, within a point of land that projects eastward. Ships

must here moor the hawfers near the shore. a large island which had all its left side, a but exposed to blow here very has been observed April, when N. and W. the fine and clear rain when it came W. The milder than it E. coast of perceived there had then grown probable, that in from the fresh gales from served to diminish tides. See N. Sound.

SHIP Cove, at the island of New Cific Ocean, is found, and running nearly to tuara Island, and long. 17. cove there is 14 fathoms. 3 coves that the island of N into it, either tuara and another mote, or between shore. B channel it must 2 ledges of rock ter, which will that is upon the necessary, if wind, that the be paid to the or out. On flow about 7 or ter about 9 o'clock in from the W. head and the ebb sets strong over the rocks head. The about the year E.

SHIP Holm

here moor at head and stern, and
 wfers may be fastened to the trees
 shore. This is on the E. side of
 the island in that part of the sound,
 had also numerous small islands on
 side, and is covered from the sea,
 posed to S. E. winds that sometimes
 here very violently. In general it
 en observed that in the month of
 when the wind is between the
 W. the weather in this sound is
 d clear; but that it is hazy with
 hen it comes round to the S. of the
 The climate is here very much
 than it is in the same lat. on the
 ft of America; for no frost was
 ved there in this month, and grafs
 en grown a foot long. It is highly
 ole, that the flood tides here come
 m the N. W. or S. W. because
 ales from the S. E. have been ob-
 to diminish the quantity of those
 See NOOTKA or King GEORGE'S

Cove, in Queen Charlotte's
 , at the N. part of the southern
 of New Zealand, in the South Pa-
 Ocean, is on the W. shore of that
 and runs in pretty deep to the W.
 nearly thwart of the S. end of Mo-
 Island, in lat. 41 deg. 9 min. S.
 ng. 175 deg. 6 min. E. In this
 here is a variable depth from 9 to
 foms. This is the southernmost of
 s that lie on the W. shore within
 and of Motuara; and ships may go
 , either between the island of Mo-
 and another long island called Ha-
 or between Motuara and the west-
 more. But in the last mentioned
 el it must be observed that there are
 ges of rocks, 3 fathoms under wa-
 which will be known by the sea weed
 upon them; and it is particularly
 ary, if there should be but little
 that the greatest attention should
 d to the tides, either for sailing in
 . On full and change days they
 out 7 or 8 feet, and it is high wa-
 out 9 o'clock; and the flood comes
 om the S. E. strongly over the N.
 head and the reef that lies off it, but
 b sets still more rapidly to the S. E.
 the rocks and islands off the S. E.
 The variation of the compass
 the year 1770 was 13 deg. 5 min.

ur Holm, is the first of some small

islands or large rocks on the coast of Lap-
 land to the eastward of Surroy, between
 it and the small island of Jugen. Reef
 Holm is farther in to the southward; but
 ships may sail in on either side of the
 small islands between Surroy and Jugen,
 at S. E. or S. E. by E. to a good harbour
 which is within the island of Hammer-
 fast.

SHITTEN Bay, is on the W. side of
 the extreme S. point of the island of St.
 Christopher's or St. Kitt's, in the West
 Indies, and a little to the N. N. W. from
 the Nag's Head, or southernmost point of
 the island, having Bugg's Hole between
 them.

SHOAL Haven, on the S. part of Ire-
 land, is 4 leagues due N. from the Fast-
 ney Rock.

SHOAL Nefs, on the N. W. coast of
 North America, is in lat. 60 deg. N.
 Between this point and Cape Newenham
 are many shoals. There is only 6 fathoms
 water when Cape Newenham bears S. 17
 leagues distant, at 4 or 5 leagues from
 the main; and without this there is a
 shoal of sand and stones that comes dry at
 half ebb, and is in lat. 59 deg. 37 min.
 N. and long. 162 deg. 14 min. W. The
 Nefs is supposed to be a low point. The
 flood tide here sets to the N. and the ebb
 to the S. and the water rises and falls 5
 or 6 feet perpendicular, being high wa-
 ter on full and change days at 8 o'clock.
 The variation here in 1777 was 22 deg.
 57 min. E.

SHOALS, in the Eastern Indian Ocean,
 are several, dispersed in various parts of
 that wide and extended sea. We shall
 select the following. It would however
 be of advantage to class under this head
 such other nameless shoals as may be met
 with in navigating the ocean. As it
 would be impossible for us to collect all
 the banks or shoals of this kind, we shall
 content ourselves with naming only a
 few. In lat. 2 deg. 53 min. N. and
 long. 136 deg. 10 min. E. is one
 about 10 or 12 miles in circumference,
 and surrounded with small stones that
 just shew above water. We meet with
 another in lat. 10 deg. 14 min. N. and
 long. 112 deg. 24 min. E. and not far
 from this another in lat. 10 deg. 4 min.
 N. and long. 112 deg. 15 min. E. There
 is also a shoal in lat. 10 deg. 5 min. N.
 and long. 112 deg. 10 min. E. and ano-
 ther in lat. 10 deg. 15 min. N. and
 3 F 2 long.

long. 112 deg. E. To these we may add that in the North Atlantic Ocean, there is one which extends from lat. 14 deg. 46 min. to 17 deg. 30 min. N. and long. 19 deg. 31 min. W. to the westward of Cape Verd; though we need not have noticed it here, as it is described under the name Pargh's Bank or shoal, which see.

Isles of SHOALS, on the coast of New Hampshire, in North America, the inhabitants of which are very few and miserably poor, but they lay very conveniently for the cod fishery, which was formerly carried on here to great advantage.

SHOE Beacon, otherwise called the *HORNS*, in the River Thames, is about half a league at N. E. by N. easterly from the Black Buoy of the Mouse, and 4 or 5 miles at N. E. quarter E. from the Blacktail Beacon. Between the two last in mid channel is 11 or 12 fathoms; but if a ship is turning down, it should come no nearer to the Horns or Shoe than 9 fathoms, nor to the Mouse than 10 fathoms. Right against the Shoe Beacon, a tail from the West Burrows Head extends very far to the westward, and contracts the channel there so as to be the narrowest part. In turning up, coming westward through the King's Channel, come no nearer to the Shoe than 7 fathoms until the ship reaches up to the hook of the Shoe, to which it must not come nearer than 10 fathoms.

SHOE Hole, is near to the Shoe Beacon, in turning down through the King's Channel from the Nore, and is not above half a mile in length; it has 10, 11, 12, and 13 fathoms water, according as the tide is, and by this depth it will be discovered, and be a mark for the channel.

SHOEBERRY Nefs, on the coast of Essex, or N. shore of the River Thames, is nearly opposite to the fort of Sheerness in the island of Shepey, from which a sand runs along the shore down to Blacktail Beacon, which is placed near the E. end of it. The general direction is, in passing to or from the Nore, not to come nearer to this Nefs than 9 or 10 fathoms. There are two villages of this name, called the N. and S. nearly opposite to the buoy of the Nore, from whence the Nefs receives its appellation.

SHOONSKA Island, the northernmost of the Kurile Islands in the North Pa-

cific Ocean, at the distance only of 3 leagues from Cape Lapatka, or the southern extremity of Kamschatka on the E. coast of Asia. See *Cape LAPATKA*.

New SHOREHAM, on the coast of Sussex, is about 7 leagues to the W. from Beachy Head, and a good part of the town has been washed away with the sea. Though it is only a tide haven, yet, as it is the best upon the coast, vessels of considerable burden come into it; and such as do not draw above 9 feet water may lie afloat within the river a little below the town. As the W. point of the entrance runs out easterly farther than the E. point, ships that come from the westward cannot discover the opening of the harbour, though it may be seen at the distance of a league in coming from the E. The sands of this harbour are frequently shifting, which render it necessary to make use of a pilot to go in. Arundel is at the distance of 4 leagues to the W. of it.

Though this is a tide haven, it has 18 feet at high water on spring tides, and not above 3 feet at low water; but it does not rise higher than 12 feet in common tides, and then has only 3 feet at the ebb. The town is almost a mile within the haven. There are two beacons upon the E. point, which must be brought into one to run in by it; though small vessels frequently run over the tail that runs off from the W. point, at high water spring tides right up into it. These happen on full and change days a quarter before 10 o'clock; and it is in lat. 50 deg. 51 min. N. and long. 20 min. W. By the late act of parliament (1795) for raising a supply of 20,000 men for the use of his majesty's navy, the port of Shoreham is required to furnish 28 men.

SHOVEL Rock, in Plymouth Sound, for which see *PLYMOUTH Sound*.

SHREWSBURY, is the principal town of Monmouth county, in New Jersey in North America, situated on the S. bank of a river of its own name, and near the sea. It is in lat. 40 deg. 18 min. N. and long. 74 deg. 38 min. W.

SHUMA or SUMA, on the W. coast of Africa, is situated on the W. point of the river St. John, which is 3 leagues at E. N. E. from Secunda. There is anchorage off the castle, at E. S. E. from the little fort, with 7 or 8 fathoms when the outermost rock is brought to bear
at

at S. W. or S. W. by S. It is high water on this part of the coast from about 4 o'clock on full and change days to half past 4. From Shuma it is 3 leagues to Akitaki or Little Com-menda.

SHUTE'S FOLLY Island, is opposite to Charles Town, in South Carolina, on the coast of North America, between which and that town is the road for ships; and to the northward the Cooper and Wando rivers come in from the N. and N. E. It is an irregular island, but nearest in shape to the shortest or direct section of a flat bottomed vessel of the barge kind, the bottom of which is opposite to the town.

Cape SHUT-UP, in the straits of Maghellan, is about 4 leagues at S. by W. from Cape St. Anne, and is in lat. 53 deg. 54 min. S. and long. 71 deg. 32 min. W. and N. E. about 7 miles from Dolphin's Island.

SIAM, which gives name to the gulf on the E. side of the peninsula of Malacca, in the Eastern Indian Ocean, at the bottom of which it is situated, is in lat. 14 deg. 18 min. N. and long. 100 deg. 50 min. E.

Gulf of SIAM, on the E. side of the peninsula of Malacca, in the Eastern Indian Ocean, runs up to the N. N. W. as far as to lat. 14 deg. 18 min. N. and then turns again to the S. S. E. or more easterly to Cambodia Point in lat. 8 deg. 55 min. N. It contains a few islands, though they are principally situated near the coast. Pulo or Island Uby, which is about 40 leagues to the westward of Pulo or Island Condore, may be called the entrance into the gulf of Siam, and on the other the river or opening of Cambodia. See **Pulo UBY**.

SIARA, on the N. E. coast of Brazil, in South America, and on the South Atlantic Ocean, is in lat. 40 deg. 18 min. S. and long. 39 deg. 50 min. W.

SIBALDES Islands, on the coast of Patagonia, in South America, and in the South Atlantic Ocean, are situated in lat. 50 deg. 53 min. S. and long. 59 deg. 35 min. W.

SIBIONA, about 8 leagues to the N. W. from Cadiz or Cales on the S. W. coast of Spain, at the point of which there are many rocks above water. It is a mark for sailing into the river of

St. Lucar, the S. point of that river being called the Land of Sibiona. When the castle of Sibiona, and the church begin to come one in the other, in going into this river, a ship will be near the first rocks or shoals; and when the church and castle are right over one another, and bear at S. W. this is a mark for the shoalest of them. As soon as the church and castle begin to open again, the water will come deeper into 3 fathoms and a half and 4 fathoms at low water, on a neap tide. A channel goes in also by the land of Sibiona; and in order to find it, sail within 2 cables length of the land till a ship is within the second shoal, and then edge somewhat off from the land till the white cloister to the eastward of the town comes to the S. of a large tree on the high land, and run in upon them. See **St. LUCAR**.

SIBOU Islands, on the coast of the island of Cape Breton, at the S. part of the gulf of St. Lawrence, in North America, are off the S. point of Port Dauphin, round which is an inlet to some large lakes into the very heart of the island. There is good anchorage among these islands.

SIBRICHSTONE Island, on the coast of Norway, is 4 leagues at N. N. E. from the Veet Stone or Rock. See **VEET**.

SICIATA Island, in the Archipelago, in the Mediterranean sea, is to the W. of Scopoli or Schopoli Island near the entrance of the gulf of Volo, and at S. E. from Cape St. George, or S. W. entrance to the gulf of Salonichi.

Cape SICIE, on the S. coast of France, is the most southerly point of the government of Provence, and to the W. S. W. from Cape Cepet, the western point of the opening to the great road of Toulon. Between these two capes is a bay, which has anchorage in 10 fathoms.

SICILY Island, is an island of the Mediterranean sea, running out to the westward from the S. point of Italy, being almost shaped in the form of a triangle, and terminating in 3 points or capes. The point which is nearest to Italy is called Cape Faro; that which looks towards the Morea is named Cape Passaro; and that which regards the coast of Africa, is called Cape Boco. Though an island and consequently surrounded

rounded by the sea, it is separated from the kingdom of Naples only by a narrow strait, called the Faro of Messina, because that the city of Messina is situated upon it, being about 5 miles in breadth. In this strait were those dreaded shelves called Scylla and Charybdis, that are now said to be taken away by the terrible earthquake of 1783, in which many cities and villages and above 40,000 people perished. Sicily abounds much more in corn than the kingdom of Naples, especially in the vallies of Noto and Mazara; but it has generally fewer trees and fruits, though the valley of Demona has more forest and fruit-trees than the two others. This island, which is distinguished by these three general divisions, is about 165 miles in length and 112 in breadth. Tho' the situation of the principal points and capes will appear under their respective heads, we may be allowed to note that Messina, at the E. end, is in lat. 38 deg. 38 min. N. and long. 16 deg. 15 min. E. that Cape Passaro to the S. is in lat. 36 deg. 35 min. N. and long. 15 deg. 36 min. E. and that Cape Bocco, at the W. end, is in lat. 37 deg. 51 min. N. and long. 13 deg. 8 min. E.

SIDAYE, is a strong town of Asia, in the Eastern Indian Ocean, and on the N. coast of the island of Java, with a harbour. Its lat. is 6 deg. 40 min. S. and long. 113 deg. 15 min. E.

SIDEN, or ZIDEN, is the port town of Mecca on the coast of Arabia Felix in Asia, on the N. E. coast of the Red Sea, being in lat. 21 deg. 30 min. N. and long. about 39 deg. E.

Cape St. SIDERA, is the N. E. point of the island of Candia in the Mediterranean Sea, which runs out with a long and narrow peninsula, round the extremity of which are sunken rocks. To the W. from it are the small islands called Janissari, and to the E. a little southerly, is another that is known by the name of Morena, with two others to the S. of it near the E. end of Candia.

SIDERE, or SEVERNS, on the N. W. part of the coast of Spain, is between Cape Ortegál and Cape Prior, and is a deep haven that goes into the S. E. As the N. side of the haven is foul and rocky, that part must be avoided, and ships are directed to run in close by the W. land, which is high, where there is 12 fathoms water and 10 fathoms within the harbour. Sail in until a ship is before the

town, and there anchor in from 6 to 7 fathoms. It is 5 leagues to the eastward of Cape Prior.

SIDMOUTH, is a town of the S. coast of Devonshire, on the English Channel, at the mouth of the River Side, as its name imports, between Lyme and Exmouth. It was formerly a good port, but its harbour is now so much choaked up with sand, that no ships of burden can go into it; yet it is a good fishing town, and much frequented in the summer season for sea bathing. It is in lat. 53 deg. 38 min. N. and long. 3 deg. 15 min. W.

SIDON, or ZIDON, now known by the name of Sayd, is a port town of Phœnicia on the coast of Asia, but is only a small and inconsiderable place, though it was formerly the metropolis and a place of great trade. It is 14 leagues at S. W. from Barutti, and 7 leagues to the N. from the scite of the ancient Tyre. It is situated upon a high rock, and about a gun-shot from it to seaward are some other great rocks that break off the sea, and form the haven to the town. Run along to go in round the northward of these rocks, when the road will become visible; for though there is a channel to the southward through which small vessels may pass into the road, it is foul and dangerous for large ships. The road is very good, having a bottom of clean sand, and being well sheltered; where ships may ride within the length of two vessels from the rocks in from 5 to 7 fathoms, with an anchor astern, and a head-fast ashore upon the rock. This is the first sea port that was ever known in the world, and it remains a good road to the present day. There is a small creek by the castle, where vessels of little draught of water may go in, and was probably the first harbour, as there was doubtless depth sufficient for vessels of ancient times; but large ships are now obliged to unlade in the road, and the small vessels or lighters that take out the goods run up to the town afterwards by the creek. The whole strand from Tripoli on the N. hither, though an extent of 27 leagues, is fair and clean all the way, having neither islands nor rocks, shoals or reefs of any kind.

To the southward of Sidon, between that and Tyre, are two points of land, and on the southernmost of them a light-house and a great many trees; from which

which point the city of Sidon may be seen to bear due N. Its lat. is 33 deg. 53 min. N. and long. 36 deg. 5 min. E.

SIDRA Gulf, anciently called **SYRTIS MAGNA**, is a large and deep bay on the N. coast of Barbary, or S. shore of the Mediterranean Sea in the kingdom of Tripoli; and is so named from an island that lies in the bottom of the bay.

SIDRA Island, in the Archipelago in the Mediterranean Sea, is situated at the entrance of the gulf of Napoli di Romania, in lat. 37 deg. 10 min. N. and long. 24 deg. 15 min. E.

SIENNE Head, the same with Seine Head, on the coast of France, bears from the South Foreland S. S. W. westerly distant 38 leagues; and from Dunnose in the Isle of Wight S. E. by S. 31 leagues; and from Portland at E. S. E. half S. distant 40 leagues.

SIERRA LEON, a peninsula so called on the W. coast of Africa, the point of which will be very easily distinguished, as being full of little hills covered with trees, and the land both to the N. and S. of it being very low and plain. It appears like an island in coming from the W. out of the sea; but in approaching it from the N. it plainly makes to be a part of the main land. In coming to it from the N. or W. in order to make it, get into lat. 8 deg. 21 min. N. and when the ship is in that lat. it must stand in for the land, when the cape will appear due E. Remember always to make an allowance in the reckoning for the current of about a point and a half S. Ships in this lat. will have gradual shoalings from 15 to 10 or 9 fathoms, and then they may run boldly in for the cape. On first making the cape, the low land to the eastward of it will be discovered, with a clump of trees upon it, and two rocks that are right before the cape to seaward, with some shoals, on which the sea always breaks. Keeping these breakers on the starboard within two cables length, run in, and come into 9 and 10 fathoms, the deepest water being upon the S. shore. It must again be observed, that the reckoning will not make out the same meridian distance with the charts on this coast, because the current sets from the N. to the S. easterly, and becomes stronger as a ship draws nearer to the shore; hence it becomes advisable to work with the lead before

the shore is expected to make, as by that means the situation of a ship may be discovered better than by the accounts of dead reckoning. In this lat. a ship will have 25 fathoms before it can perceive the land, nor will the cape appear till it comes into 10 fathoms. A company was established for making a settlement here by an act of parliament of 1791; and 200 Europeans landed upon it in the following year for that purpose, who soon established a friendly connection with the natives.

Cape SIERRA LEON, is a league within the point of the peninsula of Sierra Leon, on the W. coast of Africa, and makes in high hummocks, and on both sides of the point, the land about it being covered with trees. There is a rock under water on the S. side of the cape to seaward, about a mile from the very point, which is dangerous to ships that are bound in with the flood, but ebbs dry at low water. It will be necessary to take care to avoid this rock. From Islands de Las, or Islands de Los, to the northward to Sierra Leon, the land is all the way broken and low, with several rivers opening into the sea, and chiefly that called Sierra Leona that runs to the northward of the point.

Cape SIERRA, on the S. coast of Africa, to the northward of which from the open haven of St. Ambrose, is all a fair and bold shore, even land, with some white sand hills. To the southward of the cape is a place called Fartlons, near which is a very bad float shoal not far from the shore, and one still worse near Cape Rofra.

SIERRA LEON River, called also **MITOMBA** and **TAGRIN**, on the W. coast of Africa, falls into the North Atlantic Ocean to the northward of the point of the peninsula of the same name. Though it is a considerably large river, it is not more than a mile in width at the distance of 3 or 4 miles from its mouth. It abounds with fish, but is very much infested with alligators. The country adjacent abounds with elephants, lions, tygers, wild boars, monkeys, and serpents of a prodigious size; and the woods are filled with parrots and paroquets, and other birds of the most beautiful plumage. The mouth of the river, which is in lat. 8 deg. 22 min. N. and long. 12 deg. 17 min. W. is 9 miles wide; and the heat of the sun in the open and plain

plain country on the banks of this river, before the sea breeze comes in, is almost intolerable. From the refreshing breeze which constantly visits them about noon, this climate, however, is rendered supportable. The whole tract on each side of the river has abundance of rice and millet, which form the chief sustenance of the inhabitants. It is high water at the entrance of this river on full and change days at a quarter past 8 o'clock.

SIETE HERMANA, otherwise called the **SEVEN SISTERS**, in the port of Valparaiso, on the coast of Chili, and the W. side of South America, is in the South Pacific Ocean, and in the E. part of the bay; and in turning up to it, ships should not come nearer to the shore than the distance of 2 cables length and a half, opposite to a small running brook, which is crossed by a broad and reddish highway, because there is a shoal in that place, on which is no more than 2 fathoms and a half. See **VALPARAISO**.

SIFANTO, or **SIPHANTO** Island, has been already noted under the name of **SERFOU**, and is in the Archipelago in the Mediterranean Sea to the W. of **PAROS**, to the N. E. of **Milo**, and to the S. W. of **Serphanto**. It has a good air and excellent water, fruits, and wild fowl, and its grapes are peculiarly excellent. The inhabitants frequently live to the age of 120. Its lat. is 36 deg. 30 min. N. and long. 25 deg. 15 min. E.

Cape SIGLI, in the island of **Corfica** in the Mediterranean, is on the E. side, and the point of the peninsula which runs up from the southward and forms the haven or gulf of **Porto Vecchio**, towards the southern part of the island. Ships only from the northward can go within this cape.

Cape SIGNO, on the E. coast of the island of **Corfica** in the Mediterranean, is the most easterly point or cape of the whole island, the land inclining northward about a point to the W. and to the southward about two points to the W.

SIGUENCA Point, on the S. coast of **Florida** in the gulf of **Mexico**, is the W. point of the island of **St. Rosa**, a long and narrow island which is nearly parallel to the coast of the main, and about S. from the city of **Pensacola**, the island being 20 miles long and not above 3 broad in any place. There is a bar to

the S. W. from this point, and a reef of rocks from the opposite point of land at W. by S.

SIGURI Island, in the Archipelago, is a small island on the W. side of the island of **Mytilene**, not far from the Asian coast, being long and proportionably very narrow, and lying in the direction nearly of N. and S. There are several small islands and rocks in the space between them, so that we presume there is no channel or passage through, neither is there any occasion for it.

SIHARE, or **PISOAN DE SIHARE** Bay, is a bay of the coast of the Eastern Indian Ocean in the Chinese Sea, and one of the bays within the islands that line the coast, in all of which there is good riding in from 8 to 10 fathoms; but it is seldom to be recommended to ships to come near any of these parts, though they may run from bay to bay within the islands, the whole shore being covered with islands and indented with bays.

SILBUY, on the coast of Sweden, is one of the places in the **Westerwyck Channel** or **Ide Sound**, on the W. shore of the **Baltic Sea**, which is 7 leagues at S. by E. from **Schelsfuyr**, and all the way among a labyrinth of rocks that is not practicable to pass but by pilots. See **SCHELSUYR**.

SILEDRONI Island in the Archipelago Sea, is a very small island on the E. side of **Schopoli** Island to the S. E. of the gulf of **Salonichi**, and one of the range of islands that runs out due E. from the mouth of the gulf of **Volo**.

SILLABAR, is a town on the W. coast of the island of **Sumatra** in the East Indies, having a safe and convenient harbour. The hill so called is a mark for anchoring in the road of **Bencoolen**, when that port bears at N. E. half E. distant 10 miles. A shoal also of the same name, which is very dangerous, and on which the sea breaks violently, is at W. S. W. from the **Little Sea Coast** Island. The high land is likewise called by the same name; and the depth along the shore here is 54 fathoms, but near the island only 16 fathoms. The road of **Sillabar** is in lat. 4 deg. 0 min. S. and long. 102 deg. 50 min. E.

SILLEE Cove, on the E. coast of **Newfoundland** in the North Atlantic Ocean, is 7 leagues at W. S. W. from **Old Perlican**. It is but a very sorry road for good ships, neither is it much frequented.

ed. New Perlican is 1 league from this cove in the same course.

SILOE, on the coast of Norway, is to the W. of the Naze. There are two havens or sounds of this name, called the New Siloe and Old Siloe; the entrance into the former is called the East Gat, and the other entrance is named the West Gat, but pilots are necessary for both of them.

SILT Island, on the coast of Germany, is near 3 leagues at N. N. E. from the island of Ameren, being about 4 leagues in length, beyond which, in the same direction, is the island Rem; but there are 3 several deeps or channels lying in between them, which run in for Butsloot, Tonderen, and other places on that coast, among abundance of flats and shoals. Pilots may be had at all the islands, on making signals. The harbour of Lift is on the S. shore of the Silt Island, being N. from the Silter Deep about 8 leagues, into which ships may run by the N. end of the island, the mark being a little island without the point that will be seen in from 6 to 7 fathoms, and lies between the Silt and the Rem a little to the eastward. There is a long bank of sand to the W. of this island stretching out for 2 leagues in length, but there is 13 fathoms in the passage between it and the island, the Holy Island bearing due S.

SILTER Deep, one of the passages called Deepes to the N. from the Hever, the situation of which has been mentioned under Silt Island, being one of the channels that lead into the bays on the coast of Jutland within the Vooren.

SILVER PITs, in the River Humber, are shoals which lie in the channel of that river, one of which is dangerous, lying thwart of the buoy of the Bull Sand, a little short of that and Burcomb Beacon. To avoid it, the safest way is to keep the S. side, the mark for which is to steer from the buoy off Cly. Neis to the buoy of Burcomb, only leaving the buoys on the larboard side going up. Or ships may go on to the N. side to the Middle Ground between it and the Sunk, keeping the shoalings of the Sunk in 4, 5, and 6 fathoms; and on coming near the W. end of the Sunk keep to that side, because of the Stainborough Flat that lies over against it from the shore of the Marsh. When Patrington church is on with the house on the Sunk, a ship will be just upon the flat.

VOL. II.

SIMIA Island, in the Archipelago Sea, is but a small distance from a point of the main land of Asia, to the N. from the island of Rhodes, near the N. W. opening to the Levant Sea. It is but a small island, having several very small islets or rocks round it.

SIMON's Bay, on the W. shore of False Bay, round the extreme point of Africa, at the Cape of Good Hope, is to the S. E. of the Cape Town across the isthmus of the peninsula. Right before the bay to the E. is a rock called the Roman Rock, being half a league from the anchoring place, and near the S. E. point of this bay is a small island. Within these there is from 12 to 8 and 6 fathoms water, generally according to the distance from the shore. This bay is about 11 or 12 miles from the Cape of Good Hope on the W. side, and the only convenient situation for ships to lie in. The road without it is open, but it has good anchorage. Ships have anchored here, when the S. E. point of the bay bears at S. by E. and the Table Mountain at N. E. half N. distant from the nearest shore one-third of a mile, having a cable moored each way, the best bower being to the E. S. E. and the small bower to the W. N. W. The town at Simon's Bay is but small, and has its provisions from the Cape Town at 24 miles distance; and though there are several other bays to the N. N. E. of Simon's Bay, this will be known by a remarkable sandy way to the northward of the town that forms a striking object. Along the W. shore in steering for the harbour, is a small flat rock called Noah's Ark, which appears to be the island already mentioned as being near the S. E. point of the bay; between which and the Roman Rock that is about a mile to the N. E. or to the northward of the Roman Rock is a safe passage into the bay. When the N. W. gales are set in, Noah's Ark should bear S. 51 deg. E. and the centre of the Hospital at S. 53 deg. W. for a good birth in 7 fathoms; but if the S. E. winds have not done blowing, it is adviseable to stay farther out in 8 or 9 fathoms. It is a sandy bottom, and the anchors settle considerably before they take hold. The lat. of the anchoring place in Simon's Bay, as just stated, is in lat. 34 deg. 20 min. S. and long. 18 deg. 29 min. E.

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The variation of the compass in 1780 was 22 deg. 16 min. W. and the time of high water on full and change days is a few minutes before 6 o'clock, rising at those times about 5 feet 9 inches, but at neap tides only 4 feet 1 inch. We must not forget to mention here a current that sets westward round the Cape of Good Hope, at the rate of 4 knots an hour, which renders a stiff breeze necessary to double the cape to the eastward; and that there are many sunken rocks off the cape, some of which appear at low water, and others have breakers constantly over them.

SIMON'S Bay, in the island of Martinico in the West Indies, and on the N. E. side of that island, being separated only from Bay de François by a small island that lies off shore between them.

St. SIMON'S Island, is near the mouth of the Alatomaha River on the coast of Georgia in North America, being about 15 miles in length and only from 2 to 4 in breadth. On this island is a strong battery for the defence of Jekyl Sound, in which 10 or 12 ships of 40 guns each may ride in safety. The island has a rich fruitful soil, and is full of oak and hickery-trees, intermixed with meadows and old Indian fields. The town of Frederica is in the middle of the island, in lat. 31 deg. 12 min. N. and long. 81 deg. 42 min. W.

SIMSON'S Island, is to the E. from Carteret's Island in the South Pacific Ocean, and in lat. 8 deg. 33 min. S. the long. of the latter being about 156 deg. 14 min. E. and is about 7 miles from E. to W. the breadth being only about 3 miles. The variation here in 1767 was 8 deg. 30 min. E.

SINCAPIERA Strait, or SINCAPORE, is not above a quarter of a league over or across at the entrance, but becomes wider farther in. It is at first inclosed by so many islands that it is a mere labyrinth for ships. It is at the S. E. part of the straits of Malacca, near the passage into the Eastern Indian Ocean.

SINCAPORA, is a town and island at the southernmost point of the peninsula of Malacca in the East Indies, and opposite to the island of Sumatra, with which it forms the strait of Singapore, and is in lat. 1 deg. 10 min. N. and long. 104 deg. 10 min. E.

Cape SINCOMBRE, is the western entrance or opening of Chibuctou Bay on the coast of Nova Scotia in North America, of which Cape Theodore is the easterly entrance.

SINDA River, in the N. E. part of the Indian Sea, is supposed to be a part of the River Indus. It is in lat. 24 deg. 45 min. N. the land to the southward of it is very low, and there is not above from 4 to 5 fathoms water at the distance of 4 miles from the shore. There is a bar at the mouth of this river, on which there is not more than from 13 to 14 feet water at full sea; and to go into it, bring an old white monument to bear at N. E. from you, and steer directly with this mark for the bar. If it should be found necessary, ships may anchor without the bar in 3 fathoms and a half and good ground; and they may in that case go over at leisure, bringing the monument at half a point more E. To go over the best of the bar, steer N. E. by E. Laribundare is the first place of trade within the River. See INDUS.

SINDI DIVUL, is only another name of Sinda, and the N. W. limit of the gulf of Sinda, to the eastward from the mouths of the Indus.

SINCE MONT Bay, or APES HILL Bay, is on the S. shore of the straits of Gibraltar, and receives its name from a lofty mountain on the African coast between Point Ceuta at the E. limit of the straits and Alcazar to the W. It is but a small bay, but has a good depth of water, there being 15 fathoms within the points that form the bay, near the easternmost of which is a small island under the shore, and off the westernmost are some sunken rocks. For the nature of the tides here, see GIBALTAR.

SINGLE DE MOON, a town so called on the island of Sumatra in the West Indies, and on the western coast, which bears at N. by E. half E. from a ship in the road of Beneoolen. There is a cape by it, which bears from a ship at anchor E. half S. at the distance of about 3 leagues; but a dangerous reef of rocks shoots off under water from the cape straight into the sea towards Pulo Rougin.

SINGPUR Straits, or SINCAPORE, at the E. part of the straits of Malacca in the East Indies, has been referred to already

already under the head of **SINCAPIERA**, which see.

SINIGAGLIA, is a handsome and strong town of Italy, having a castle and two harbours in the marquise of Ancona on the gulf of Venice. It is situated on the River Nigola in a unwhole some air, about 34 miles to the E. of Urbino, in lat. 43 deg. 45 min. N. and long. 13 deg. 29 min. E.

SINOPE, is a decayed sea port of Turkey in Asia, situated on an isthmus of a peninsula in the Black Sea, and noted as being the birth place of Diogenes, the well known cynic philosopher. It is in lat. 41 deg. 5 min. N. and long. 33 deg. 55 min. E.

SINQUELLE JANQUE, a point of land so called, being 10 leagues to the N. from the river of Cambodia, on the coast of Asia in the Eastern Indian Ocean. It is a high cape, and may be seen for more than 10 leagues at sea, which is made by all ships that run between Aberflood's Shoals and the main land. Keeping in from 5 to 6 fathoms, they may sail as near as they please, and anchor under the point itself in northerly winds; good fresh water and provisions may also be obtained here. On the shore are sandy downs and small islands that stretch to the northward a great way.

SIPHNO, is a town of the island of Nansio in the Archipelago of the Mediterranean Sea.

St. SIPRIAN Island, or **St. CYPRIAN**. See **CYPRIAN**.

SIR CHARLES HARDY's Island, is an island of the South Pacific Ocean, discovered in 1767 by Captain Carteret, being low, level, and covered with wood, and in lat. 4 deg. 41 min. S. and long. 154 deg. 20 min. E.

SIR CHARLES SAUNDERS Island, is also an island of the South Pacific Ocean, discovered in 1767 by Captain Wallis, and is about 6 miles in length from E. to W. Its lat. is 17 deg. 28 min. S. and long. 151 deg. 4 min. W.

SIRIUS Island, is a small island of the South Pacific Ocean, about 18 miles in circuit, which was discovered by Lieutenant Ball in 1792, and is in lat. 10 deg. 52 min. S. and long. 162 deg. 30 min. E.

SIROWACK, on the coast of Norway, is 2 leagues to the N. of Eke Sound, and is a haven which goes far into the land,

thwart of which there is a great sunken rock, on which is 2 fathoms water, and to persons not very well acquainted renders a pilot necessary. It is 6 leagues from hence to Jedderland, being 2 leagues at N. W. by N. to Point Walben, and from thence 4 more due N. to Jedderland. The coast is good and clear, a small reef of sand only excepted, which lies to the N. W. of the rock called the Veet Stone.

SISAL, on the N. coast of Yucatan in the gulf of Mexico, is 4 leagues to the W. of Linchanchee, and is the highest look-out on the whole coast, and a good sea mark, making at a distance like the sail of a ship. It is about 8 leagues to the E. from Cape Concedo.

SISALS Shoals, are to the northward of the look-out of Sisal on the N. coast of Yucatan, and are not very far from the shore. In order to avoid these, it will be necessary for ships sailing along this part of the coast to or from the eastward, either to keep within to the southward of them in 7 fathoms, or to keep farther out in 12 or 14 fathoms between them and the shoals called the Alcranes; for the Sisals lie in the fairway of 9 fathoms, and ships that have more than 17 fathoms will fall upon the Alcranes. If a ship gets into more than 19 fathoms, it will immediately have 25 fathoms, and fall upon the Triangles to the W. of Cape Concedo; or to the northward that depth will bring a ship on the Alcranes.

SISEMBER Island. See **CESAMBRE**.

Three SISTERS Islands, are 3 small islands which lie along the shore on the W. coast of Ireland, at the entrance of the sound or passage called Blasques Sound, so called from those islands that lie off this promontory. They are no more than high rocks like hills in the sea. See **SMERIWICK**.

Three SISTERS Islands, are 3 islands so called, which belong to the group of the Kurile Islands, being situated to the N. E. of Matmai, which is the southernmost of the Kuriles, in the North Pacific Ocean.

Three SISTERS Islands, are so many small islands of the Eastern Indian Ocean, situated in lat. 5 deg. S. and long. 106 deg. 12 min. E.

SITALA. See **APUSAGULA**.

SITIA, is a town of Greece, which

is situated on the N. coast of the island of Candia in the Mediterranean Sea, near a bay of the same name, and about 19 or 20 leagues from Candia. It is in lat. 35 deg. 0 min. N. and long. 26 deg. 29 min. E.

SIVERUS, is the same with Sidere or Severns already noticed. See **SIDERE**.

SIX ISLANDS, on the N. coast of Lapland, are in the entrance of the River Jockena, within the point of Sweetnaes. Of these islands five lie along the shore within the space of about 2 leagues, and the sixth lies within the fifth or the southernmost. The northernmost of these islands is due W. from the cape, which is a low and flat ground, and to the westward of it, and within or to the southward of these islands, goes in the river. There is a good road in 5 or 6 fathoms within the southernmost island; and there are no less than four several channels by which ships may sail into this river, the channel between the fourth and fifth of these islands being a pretty good one.

SIX MEN'S Bay, in the island of Barbadoes in the West Indies, is on its W. side, and towards the N. end of the island. It is situated between two forts; that to the S. is called Sunderland Fort, and that to the N. is named Six Men's Fort, having Littlegood Harbour and Rupert's Fort to the N. of that.

SIZUN Island, a small island of France on the coast of Brittany, about 8 miles from the main land. It is almost on a level with the water, and produces only barley.

SKAIT ROW Bay, is on the E. coast of Scotland, and about 4 miles to the eastward of Dunbar; it would make a very good port, if piers and bulwarks were erected here.

SKEG Nefs, on the coast of Norfolk, from which the sand or bank called the Inner Dowling lies about 4 or 5 miles to the N. E.

SKELIGS Rocks, the same with Shellocks, which have been already noticed. They are sometimes called **SKELLINGS**, and are in lat. 51 deg. 40 min. N. and long. 10 deg. 42 min. W. See **SHELLOCKS**.

SKERRES. See **Port RUSH**.

SKERRET's Bay, in Nonsuch Harbour, at the E. end of the island of Antigua in the West Indies, is situated on the S. shore, within or to the west-

ward of Grassfield Cove, between which and Ayres Creek to the westward, or the mouth of the river, are Brown's Bay, and Hughes's Bay. On the W. point of Skerret's Bay, between it and Brown's Bay there is a guard-house, by which it may be known.

SKERRIES Island, is half a league at W. N. W. from Carron Point in the island of Anglesea, which is but 2 leagues to the N. E. from the N. point of Holyhead Island. There is 17 fathoms between the island and the point; and about a quarter of a mile to the E. from the island is a ledge of rocks called the Platters, on which is but 3 feet at low water, but there is 6 or 7 fathoms between the shoal and the island, and ships may sail round within a cable's length of the island in 6 or 7 fathoms. It has been said that Skerries is another word for Seals. It is a rocky little island, possessed by a few sheep, with some rabbits and puffins, and has a light-house upon it, which is of great use to seamen, and is in lat. 53 deg. 24 min. N. and long. 4 deg. 49 min. W. It is high water here on full and change days at a quarter before 10 o'clock; and its shores are frequented by vast shoals of fish and seals, which prey upon them.

SKERRIES, on the N. part of Ireland. See **Port RUSH**.

SKINBURN Naze Cote, in the bay of Cardronac, near the N. W. part of the county of Cumberland, and near the mouth of the Solway Frith. Here was formerly a castle probably designed as a guard and protection to the bay, to which comes up a deep creek, and the tide flowing in renders it navigable. This bay has been supposed to be the Moricambe of Ptolemy, and is so placed in many maps and charts; but we rather incline to fix that at Ken Sands. On the S. side of the bay is Holm Abbey.

SKIPPER Bay or Sound, is a great bay on the N. coast of Lapland to the E. of the Seven Islands, which is indeed narrow at the mouth or entrance, but wide within. It has a good road in from 4 to 12 fathoms and clean ground, but a N. wind blows right in and brings a heavy sea. The Roake Ostro or Navel Island is about 6 leagues to the southward of it.

SKUSKAR Island, is a small island near

near the coast of Glamorganshire, a little to the starboard of or within the fairway of the course at N. W. by N. from Nash Point to Swansea.

SKY Island, to the westward of Scotland, is the most considerable of all the Hebrides. It is separated on the E. from the main land only by a very narrow channel, called the Inner Sound, and is a dependent of Invernesshire on the main to which it is contiguous; and in the narrowest part, which is named the Kyle, cattle are made to swim across. Its western part is at a very considerable distance from Lewis, running out long but irregularly to the N. of W. being 40 miles in length, but in few places more than 20 in breadth. It lies between the lat. of 57 deg. 15 min. and 57 deg. 50 min. N. and from long. 6 deg. 16 min. to 6 deg. 40 min. W. and has high water on the days of spring tides at half past 5 o'clock. The whole island is very high ground, and there are 7 high mountains near to each other, almost in the centre of the island. The soil on the mountains is mostly of a black colour; but there are some parts inclining to a dirty red, which receive their tincture from iron. The arable ground is for the most part black, though it affords clay in some places, which is both blue, red, and white, and they have also some fuller's earth. This island is excellently provided with bays and harbours, and the S. peninsula called Oronsa has a very good place for anchorage. The mountains here are of considerable height, and the tops of some of them are covered with snow throughout the year; but the tops of some others are covered with sand, which is washed down in large quantities by the rains. All of them indeed afford heath and grass, and supply good pasturage for cattle and sheep. Of these the highest is called Quillin, and is said to be the cause of much rain by breaking the clouds that hang over it. There is a high ridge of one continued mountain for 15 miles or more running along the middle of the E. part of the island of Sky called Trotterness, of which the part that overhangs the sea is faced with a steep rock. The arable is in the valleys between the mountains usually, all of which have a river running through the middle of them; and the soil is so extremely fertile, that some places have

been said to produce constant crops without manure for 40 years. Their manure is sea ware, and the produce generally, when so dressed from 20 to 30 fold, but there are some instances on record of 100 fold produce. The island abounds with rivers, and all of them afford fish of different kinds; for some of them have plenty of salmon, and others have black mussels in which pearls are found. The bays and places of anchorage on the coast abound with many kinds of fish, but particularly shell fish. Their cows are much distressed for want of winter food, though their horses make a shift to subsist; and the cows are obliged to feed on sea ware or *elga marina*, and are by this means rendered so sagacious that they can distinguish the time of ebb, though they are out of the sight of the sea. Several inferior islands surround this island of Sky, the most remarkable of which are Raſay, and Fladda Chuan or Fladda of the ocean. There is a spring in the former of these which runs down the face of a rock, and petrifies into a white substance; of which the inhabitants make lime. There are also many caves that serve to lodge and shelter different families which resort thither in summer for pasturing their cattle. The latter of these islands is much resorted to, for the plenty of fish of all kinds which it affords; and some large whales have been met with here, which come in pursuit of the other fish. It is remarkable that a flock of plovers of near 2000 arrives here from Sky every year about September, and returns again in April. From the S. E. side of this island, 6 or 7 rocks lie at the distance of a musquet shot; and that which is most to the eastward is a strong natural fortress, called Bord Cruin, or the Round Table, from its form. This is not more than 500 yards in circumference, and is flat on the top, having a deep well within it; its sides are steep precipices, and there is only one landing place, and that so narrow that a single man, without danger to himself, might resist an army. About half a league to the southward of this rock is another which affords a great quantity of most excellent scurvy grass; this is eaten as a medicinal herb by the inhabitants of the adjacent islands. Red currants grow naturally in some of the other small islands, and are supposed to have been brought thither originally by birds.

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The climate of the Island of Sky is cold and moist, and the S. W. wind which blows over a vast tract of sea usually brings abundance of rain; the E. wind, on the contrary, which blows over the N. part of Scotland, is productive of fair weather. This observation is generally found to be correct in the other western islands from the same causes; but the N. wind is very cold, and destructive both to corn and grass. Portree is the only place in the island that is worthy of being particularly mentioned.

SKYRO's Island, otherwise called SCIRO or SCHIROS. See SCHIROS.

SKYSFEN, on the coast of Norway, is one of the places that are left on the larboard side, on going into the channel of Tromsund, with the two small islands of Loppen and Loppen Calf; but Fogleden and Tromsund Point must be left on the starboard. There are several bays and roads within, that ships may anchor in when there is occasion.

SLADE Point, near the S. E. part of Ireland, but on the S. side, is the E. point of Waterford Haven, and about 3 leagues to the westward from Carnaroot Point, or the S. E. point of the kingdom of Ireland. It is also 3 leagues due W. from the Saltees Rocks or Islands, and is low and rocky but clean. On this point is a white high tower, called the tower of Waterford; it may be seen far off at sea, and is a perfect mark for knowing the haven by, for although there are many more flat towers to the westward along the coast, this is more conspicuous than all the rest from its being white and much higher.

SLADE Point, on the N. E. coast of New Holland or New South Wales, is S. E. by E. from Cape Hillsborough, and N. N. W. half W. from Cape Palmerston. See those Capes.

SLATE Point, is a rugged promontory and the point of a peninsula of the Island of Sky, one of the Hebrides of Scotland, on the S. E. side of the island and in a district of it that is known by the same name.

SLAVE Coast, a part of the coast of Africa so called in the gulf of Guinea, extending from the River Volta to the eastward of Whidah.

SLEDGE Island, in the North Pacific Ocean, is not far from Point Rodney on the main, being in lat. 64 deg. 30 min.

N. and long. 166 deg. 3 min. W. It is about 12 miles in circuit, and has another island to the W. of it called King's Island. There is anchorage in 7 fathoms between this island and the main; Point Rodney bears from the island N. W. half W. 3 or 4 leagues distant; and there is anchorage in 7 fathoms also when this island bears S. 51 deg. E. distant 10 leagues, from whence the island is seen over the S. point of the main land, the high land from Point Rodney taking a northerly direction. In this situation a ship will be about 2 leagues from the main land, and the water here will be found to shoal very fast.

SLEDWAY, an opening or channel between the sands to the northward of the Thames mouth, to go in towards the shore. It will be found by bringing Bawdsey Cliff to the eastward of the Point of Woodbridge Haven's mouth at N. W. by N. when the W. Rocks will be to the S. W. on the larboard and the S. W. end of the Sheepwash and Bawdsey sands on the starboard. Having got this mark, if you are obliged to turn in, stand no nearer to the Sheepwash or Bawdsey sands than 6 fathoms nor to the Cutler sand than 5 fathoms or 5 and a half.

SLEEPERS, are certain groups or clusters of islands, in a direction with others of N. and S. and parallel to the E. shore of Hudson's Bay in North America. There are the North Sleepers and the South Sleepers, with the Baker's Dözen, and others along that part of the bay. They extend from lat. 60 deg. 10 min. to 58 deg. 35 min. N. and are in long. 81 deg. 35 min. W.

SLINK Channel, is one of the channels into the Texel Road, within the island off the mouth of the Zuyder Zee. It lies between the shoals of Keyser's Flat and the S. sand, and has 6 buoys upon it. To find this channel on coming in from the sea, bring the beacon on the island of Texel and the steeple of Hoorn one in the other, which then will bear at E. N. E. a little northerly; and sail so right in with them till the ship comes in sight of the outermost buoy. This lies in the direction of W. N. W. westerly from Kickdown, and due W. from Helder; so that in coming from the northward or westward, the direction will be to get Kickdown at E. S. E. or the great beacon on Huyfdown in a little valley to the northward

ward of Kickdown, between it and Canelle, sometimes called Cane Nelle's houses; and sail right in with these marks until the beacon on the Texel and the Hoorn steeple come one in the other, as already mentioned. This will bring a ship to the length of the outermost buoy, so that there can be no danger of missing it; and it lies in 4 fathoms and a half at high water, and in 3 fathoms and a quarter at low water. Keeping this beacon and steeple one in the other, and thus ensuring the place of the first buoy, run along till a ship has passed the third buoy, which lies like the 4th and 5th in the midst of the fairway, though the deepest water is on the S. side of them. On the S. side the channel is very steep, having at one cast of the lead 4 fathoms and a half, and at the next but 3 fathoms; but on the N. side it is flat going up. The fourth buoy lies from the third at E. N. E. somewhat easterly, and the fifth from the fourth at E. by N. the sixth also lies in from the fifth at E. by N. or E. N. E.

It must farther be observed that the second buoy at low water lies in 30 or 21 feet on the shoalest part of this channel, and that the rest of the buoys have 4 fathoms at low water, excepting the sixth or innermost, on the point of the tail of Keyser's Flat, which has only 3 fathoms. A ship must not pass to the northward of this buoy, but on sailing in leave it on the larboard side. It is also particularly necessary to reckon the state of the tides correctly, on account of the different settings of the current; for the first of the flood sets in N. N. E. on the S. grounds until half flood, and the first of the ebb at S. S. E. until half ebb. The channel is broad and wide within the sixth buoy, so that a ship may then sail at E. S. E. right with the Helder, and from thence upwards, the course is the same as for the channel of the Land Deep.

SLIGO Bay, is one of the smaller bays on the S. E. shore of the large bay between Cape Telling and the Stags of Broad Haven, on the N. W. coast of Ireland. It is 4 miles at S. E. by E. from Rala Point, and is much encumbered with rocks and sands in the entrance, but reasonably deep, and a ship of 200 tons burden may come to an anchor before the town of Sligo. It lies nearly in the very bight of the coast,

and is so much out of the way of commerce that very few ships trouble it. The haven of Clenock, called by the name of Endrigo, is to the southward of it a little westerly.

SLINGER's Bay, on the coast of New Ireland, in the eastern Indian Ocean, is in lat. 3 deg. S. and long. 151 deg. E. and on the N. E. side of the island. From hence the coast on that side continues, but irregularly, as far as lat. 2 deg. 20 min. S. and long. 149 deg. 45 min. E. and the other way to a point about 8 or 9 leagues at N. by E. from Cape St. Mary, nearly at S. S. E. the cape being in lat. 4 deg. 32 min. S. and long. 152 deg. 41 min. E. At that part of the coast and to the eastward, the island is not more than 6 or 7 leagues across.

SLOKUM's Harbour, on the coast of New England in North America, is one of those called Elizabeth Islands, and the third with respect to size. They lie at the mouth of Buzzard's Bay, in Barnstable county, off the S. W. point of that peninsula; and this island is about 5 miles round, being nearly circular, and to the W. of Tinker's Island, and is about 12 miles distance each way from the two counties of Bristol and Barnstable.

SLOPER's Bay, on the W. coast of Africa, is to the N. of Cape Blanco; from the N. E. point of which there runs a reef, behind which ships come to an anchor. Bochie Bay is farther to the N. E. and still more northerly is Angra Bay, or the Great Bay.

SLUDE River, is on the E. shore of James's Bay, or the southernmost branch of the very spacious gulf called Hudson's Bay in North America. There is a fort at the entrance, and some groups of islands lie before its mouth to the westward. It is to the N. of Rupert's River, being in lat. 53 deg. 24 min. N. and long. 78 deg. 50 min. W.

SLUICE Haven, on the coast of Suffolk in the English Channel, is to the westward of Hastings, and to the N. E. from Pevensey Bay and Haven.

SLUYS, otherwise called L'ECLUSE, is a sea port town of Flanders, which belongs to the Dutch, and was formerly one of the best ports of the coast. It is capable of receiving 500 vessels very conveniently; but it is gradually decaying, and it can only now receive small vessels.

vessels. It is furnished with sluices, by means of which they can lay the whole country under water; and from this circumstance it derives its present name, being anciently called Lammens Vliet. It is one of the 5 sea ports of Flanders, and is situated on an arm or branch of the sea that separates it from the Island of Cadland. This haven, not reckoning the entrance into the water of Sluys, is 5 leagues and a half at N. E. by E. from Ostend, the channel between them lying within all the banks, and the passage into Sluys lies in at S. E. or S. E. by S. This coast will be known by observing the steeples on the land; for the high spire of Wenduyin is 2 leagues to the eastward of Ostend, having the square tower of Blankenburgh on its W. Over the last also will be seen the great church of Bruges, which has two spires, and John David's steeple a little to the westward. The high spire of Heist is a league to the E. of Blankenburgh, and the square steeple of Liestog within the land between them. To the eastward of Heist is the spire steeple of Knock, and to the E. of that up the land is the low tower of West Chapel with a short spire upon it. The square steeple of St. Anne is to the E. of that; and Sluys to the E. of St. Anne. The lat. of Sluys is 51 deg. 19 min. N. and long. 3 deg. 50 min. E.

SLYNE Head, on the W. coast of Ireland, is 8 miles or near 3 leagues at S. by E. from Archerister Point, and is called by seamen Twelve Pence on account of the land's shewing itself in 12 round hummocks. It is 7 leagues from this head at E. by S. to the islands of Arran, which lie before the bay of Galloway. The lat. of Slyne Head is 53 deg. 20 min. N. and long. 10 deg. 45 min. W. and it has high water on the days of spring tides at 7 o'clock.

SMALL Bank, otherwise called CALL Bank, is the westernmost of the two branches of what is called the fourth of the Flemish Banks that lie off the coast of Flanders between Ostend and Nieuport, and lies along by the Broad Bank. There is a channel between them at E. by N. and E. N. E. See CALL.

SMALL Deep, on the coast of Germany, is one of the Deeps or Passages to the N. of the Hever, the course to which is N. E. by N. from Holy Land

Island, until Pielworm comes at E. by S. and the S. end of the island of Ameren bears N.

SMALL EIGHT Sand, is the first of the 3 sands or small banks that run off to the southward into the sea from the coast of Holland. They are all small but somewhat broad and shoal by the land, and run off sharp and deep to the end. This begins a little to the southward of Egmont by the sea.

SMALL Point, a point so called on the coast of New England, in North America. We believe it to be on the coast of New Hampshire to the N. of Massachusetts.

SMALLS Rocks, off the coast of Wales, to the W. from Milford Haven, about 4 leagues from Grasholm, are two small islands known by the distinct names of Scookham and Kamey. There are two shoals also by them one of which goes to the N. N. W. and the other to the S. S. E. There is a ledge of rocks also at midway between them and the Grasholm which renders it dangerous to pass through betwixt them, because the tide runs strong, especially in a calm; these rocks come dry at low water. The Smalls are distant also about 10 leagues to the S. E. from the Tuskar rock off the S. E. point of Ireland, and have a light-house on them in lat. 51 deg. 45 min. N. and long. 5 deg. 31 min. W. and it is high water near them at a quarter past 5 o'clock on the days of spring tides. The water flows over them at the flood on full and change days.

SMERENBERG, on the coast of Spitzbergen, in the northern Frozen Ocean, is in lat. 79 deg. 44 min. N. and long. 11 deg. 43 min. E. The variation of the compass here has been observed to be 19 deg. 53 min. W.

SMERIWICK or SMERWICK Bay or Harbour, on the W. coast of Ireland, is 7 leagues at W. S. W. from the mouth of the river Shannon, and 8 miles to the W. from Linkerm or Hog Bay. The Blasques also lie about 4 leagues at W. S. W. from it, and there is 10 fathoms in the channel or sound which lies through between them. There is good and safe anchorage in this haven from all winds except the N. to which it is exposed; and there is no danger of coming into it; for though

though there is a small rock or island at the E. point, it is always above water, and there is clean ground by it. In coming in about the westernmost point, there are 3 islands along the shore called Silturs, and sometimes the Three Sisters, at the entrance of the sound or passage called Blasques Sound, which receives its name from the islands that lie off this promontory. This harbour is in lat. 52 deg. 5 min. N. and long. 10 deg. 33 min. W. and has high water on full and change days at half past 3 o'clock.

SMITH'S Cape, is the N. entrance into Wager Bay, on the N. W. part of the Welcome Sea, which is the northernmost branch of Hudson's Bay or gulf; to the N. of which is a sound or passage into Repulse Bay, called Savage Sound.

SMITH'S Cape, is the N. point of the entrance into a sea, called the New Discovered Sea, and the S. W. point of the island that is formed by that sea or sound which communicates with Hudson's Straits. It is consequently on the E. shore of Hudson's Bay, and its lat. is 60 deg. 48 min. N. and long. 80 deg. 55 min. W.

SMITH'S Inlet, is to the S. W. of the islands which lie off the N. W. point of the island of Spitzbergen or East Greenland, in the Frozen Ocean, and to the northward of Crofs Road at the N. end of the long narrow island called Charles's Island.

SMITH'S Island, is the southernmost of the range of islands along the coast of Maryland in North America, and near Cape Charles at the S. point, or the N. cape of the river or bay of Chesapeake, where ships frequently come to an anchor to wait for pilots.

SMITH'S Island, is a small island of Exchange Bay at the E. end of the island of Antigua in the West Indies, round the S. W. side of which is a channel into the bay in 2 fathoms and a half up to the N. W.

SMITH'S Island, is an island of the South Pacific Ocean, which was discovered by Lieutenant Ball, in the year 1790, and is in lat. 9 deg. 44 min. S. and long. 161 deg. 54 min. E.

SMITH'S Sound, on the E. coast of the island of Newfoundland in the North Atlantic Ocean, of which Cape Bonaventure is the N. entrance. It is either one and the same with Randam

or communicates with it, though there are two different entrances, and it is 9 or 10 leagues in before they join. The sound goes in at W. S. W. and is not quite a mile broad. Though there is no more than 2 fathoms at the passage through, yet there is a small island at the head where they meet, and where there is from 4 to 5 fathoms.

SMITH'S Sound, in the Scilly Islands to the westward of the Land's End or W. point of England, is a very dangerous channel on the W. side of the Island of St. Agnes, on which is the light-house. The mark to sail in by is to bring the high round rocks called Castle Bryer on with the single rock or island which is on the S. side of St. Mary's Sound and is called the Great Smith. Keep this direction till the ship is near the said rock or Great Smith, and pass round it on the W. side, the course through the sound being nearly N. when the ship will be in the fairway of Broad Sound, and may run up to the N. E. for St Mary's Road. As this channel of Smith's Sound is very narrow, though there is depth enough of water, ships should not ride in it if they can possibly get into a better situation; and in passing to the northward through it, keep in the middle between the Islands of St. Agnes and Annet as far as to the Great Smith.

SMITH Town, is on the N. shore of Long Island to the eastward of New York on the coast of North America, and situated on the Sound at the bottom of a cove, 7 miles to the E. of Huntington.

SMITHICK or SMITHY Sand, is in Bridlington Bay on the E. coast of Yorkshire, and 2 miles at S. W. from Flamborough Head at its N. end or nearest part; between these there is from 7 to 9 fathoms water. The S. end of this sand bears from the harbour or quay of Bridlington about 3 miles at S. E. by S. and the shoalest part of the sand at E. S. E. Within the Smithick is good anchorage in from 4 to 6 fathoms water on the ebb, and good going in and out at the W. end between it and the shore, where ships may go into any depth they chuse by the lead.

SMOAKY Cape, on the E. coast of New Holland or New South Wales in the S. Pacific Ocean, is in lat. 30 deg. 43 min. S. and long. 153 deg. 5 min. E. from which the land trends to the N. N. E. and then N. to the Solitary Islands which

which are about 2 leagues from the land, and about 12 leagues to the northward of the cape.

SMYRNA, on the coast of Asia, in the Archipelago, is one of the finest ports of that coast, at the bottom of a bay, and is beautifully situated by the side of a hill on the River Meles, which here falls into the Hermus. It is about 4 miles in circuit, and a place of great commerce, to which the best commodities both of Asia and Europe are brought for sale, and are usually vended at a cheap rate. It may be considered, indeed, as the rendezvous of merchants from almost all parts of the world, and the magazine of their merchandize. The street of the Franks is the best in the city, where all are open and well paved, and lies along the harbour. The surrounding country is very fertile, and abounds with fine olive-trees, vines, and gardens, and produces most excellent wine. The entrance of the haven is defended by forts and a castle; and it is 100 miles to the N. from the Island of Rhodes, and 200 to the S. from Constantinople, being in lat. 38 deg. 28 min. N. and long. 27 deg. 20 min. E. Cape Barbanola is the S. point of the Gulf of Smyrna; and to go into the gulf the best way is to keep nearly in mid channel between the two shores, by which ships will pass along to the northward of the small islands that lie off from the S. shore, and parallel to it, and also avoid a shoal which begins to come broad off from the N. shore after a ship is got some leagues in, till it comes off Pelican Point that stretches out from the N. shore where it is broadest, and more than a league from the land. Being past this point, so as to get into mid channel between it and the E. land, turn up the gulf to the northward, but so as to keep clear of the W. shore along which the bank runs up till it is nearly opposite to the castle of Smyrna, steering away for Hot-Bath Castle, on a projecting point of land on the E. shore, which must be kept pretty well on board, having there the deepest water; the bank on the opposite shore there rounds off full and contracts the channel, the W. side of which is also shoal. Then pass on to the next point on the same shore and round it into the Port of Smyrna. But as the winds in running up this gulf will take a ship in various ways, so as to be ungovernable by per-

sons unacquainted with them, it will be advisable to take pilots to go in.

SNALSEL Mount, in the island of Iceland, in the N. Atlantic Ocean, is in lat. 64 deg. 52 min. N. and long 23 deg. 54 min. W.

SNETSHAM is a small market town of Norfolk, seated on a small inlet of the sea, about 12 miles at N. by E. from Lynn Regis, and in lat. 52 deg. 55 min. N. and long. 32 min. E.

SNOW Sound, in the Straits of Maghellan, is about 10 miles at W. half N. from Cape Quod.

SNUG Bay, on the N. shore of the Straits of Maghellan, at the S. extremity of South America, is 8 miles at W. N. W. half N. from Cape Froward, in the part where the strait begins to trend to the westward.

SOASIN Island at the mouth of Valona Port or haven, is 17 leagues to the S. of Durazzo, on the eastern coast of the Adriatic sea or Gulf of Venice, and 15 leagues N. from the Island of Fanu off the N. end of Corfu Island.

SOCATORA Island. See SOCOTORA.

Porto de SOCCA, on the shore of the Bay of Biscay near the bight of that gulf, about 6 leagues from Bayonne, and only 1 league from St. John de Luz, in which ships that are employed in the cod and whale fisheries lie up for the winter. Here is a fort for the defence of the harbour and the adjacent coast. This is a small tide-haven at the end of the Bay of St. John de Luz, on the W. side of which is the town. This haven has only 9 feet water with an ordinary tide, but 12 feet with a spring-tide, when it is high-water at half past 3 o'clock. It is wholly dry on the ebb, so that persons may walk across it with dry feet. There is a little dock within the W. point of the bay, which has a foot more water than the haven, though it is also dry at low-water. This bay lies exactly in the bight, the land stretching one way at N. by E. towards Bayonne, and the other at S. W. by W. for half a league and then W. towards Fontarabia.

SOCIETY Islands, in the S. Pacific Ocean, a cluster or group of islands so named in 1769 by Capt. Cook, which are situated between the lat. of 16 deg. 10 min. and 16 deg. 55 min. S. and between long. 150 deg. 57 min. and 152 deg. W. They are 7 in number, and distin-

distinguished by the names of Huaheine, Ulietea, Otaha, Bolabola, Mooroa, Toobaee, and Tabooyamanoo or Saunders's Island; the last is a dependent of Huaheine and included with it. A plantain branch is here the emblem of peace, and to change names the greatest token of friendship. The plenty and luxuriance is as great as at Otaheite; but the people of Huaheine are in general stouter and fairer than those of Otaheite, and it is also remarkable for its populousness and fertility. Those of Ulietea, on the contrary, are smaller and blacker, and much less orderly. At Bolabola, an ewe from the Cape of Good Hope was put on shore by Capt. Cook, a ram having before been left by the Spaniards, and an English boar and sow, with two goats, were likewise landed at Ulietea; so that if these valuable animals should be suffered by the natives to multiply, no part of the world will equal these islands in variety and abundance of refreshments for future navigators.

Of these Islands Ulietea and Otaha are within 2 miles of each other, and both inclosed within one reef of coral rocks, but without any passage between them; this reef forms many excellent harbours, the entrances of which are indeed narrow, but nothing can hurt a ship when within. See more of them under their respective heads.

SOCONUSCO Port, on the W. coast of New Mexico in the N. Pacific Ocean, the town of which name is the capital of a province of the same name, and is in lat. 15 deg. 12 min. N. and long. 98 deg. 16 min. W.

SOCOTORA or **SOCATRA** Island is an island of the Indian Ocean, about 50 leagues in compass and very well peopled, which abounds with cattle and fruit. It is not far from the mouth of the opening to the Gulf of Mocha or the Red Sea, and is in lat. 12 deg. 45 min. N. and long. 53 deg. 30 min. E. and about 30 leagues to the N. of E. from Cape Guardafui, or the easternmost point of Africa. Others place it in lat. 12 deg. 15 min. N. and long. 52 deg. 55 min. E. which may be nearly at the S. W. part of the island. We have authorities also which place the E. end in lat. 11 deg. 59 min. N. and long. 55 deg. 2 min. E. and the W. end in lat. 12 deg. 25 min. N. and long. 54 deg. 7 min. E. We apprize our readers of these

variations, as unable to determine which is nearest the truth, and to put seamen on their guard, and at the same time to recommend their ascertaining the matter by good observations. It is about 50 miles in length and 24 in breadth, and has two good harbours, one of which is called Delicia; in these harbours European ships destined to India used formerly to stop, when they lost the monsoon to carry them to their port. It is a plentiful island and produces most of the tropical fruits and plants, and it also furnishes gum tragacanth, frankincense, and aloes. The fine aloes called Socotrine aloes are the produce of this island. Ships that intend to make this island, in running up the coast usually make Cape Bassas on the main in lat. 4 deg. N. and go on at N. by E. with the main into 8. deg. N. and then run off at N. E. by N. for the island. If their intention is to go through the Straits of Babelmandel into the Red Sea, they should be here at latest in the first part of the month of April, to secure their voyage to Mocha, when they may sail in mid channel, or under either shore at pleasure, though the starboard shore is the best for the proper season. See **BABELMANDEL**.

Le SOFA, on the N. W. coast of the Mediterranean Sea, is to the southward of the River Tortosa or Ebro, towards Peniscola, but at a small distance only to the southward of the river. In sailing from Peniscola towards the N. E. along the coast, some islands or low lands are to be left on the starboard side, keeping nearest to the main on the larboard where is the deepest water, to go in before Sofa, in 4 and 3 fathoms, and where ships may come to an anchor before a monastery. These are the general depths in the bay within those islands. On the N. E. end of them is anchorage in 5 and 4 fathoms off the mouth of the River Tortosa.

SOFALA, on the E. coast of Africa, is in 20 deg. 29 min. of S. lat. and 33 deg. 25 min. of E. long. and the capital of a range of coast which is known by the same name, to the westward of Madagascar Island.

SOGGENDAL, on the coast of Norway, is 2 leagues due N. from the Island of Hittero, and a league to the S. from Eke Sound, the Haven of Sirowack being 2 leagues farther to the N.

Porto SOL, in the Island of Sardinia

in the Mediterranean Sea, is on the W. coast, between Cape Falcon on the N. and Cape Cassé on the S. and across the isthmus of the peninsula of the latter cape to the W. from Porto Conti. In the bay before it, which is not far from the N. W. part of the island is anchorage in 6 and 7 fathoms.

SOLANDER'S Island, on the coast of New Zealand in the S. Pacific Ocean, is to the westward from what is called South-West Bay, or the W. side of the isthmus near the southern extremity of the southernmost island. Its lat. is 46 deg. 31 min. S. and long. 167 deg. 11 min. E. being only a barren island or rock of about a mile in circuit, but remarkably high, and about 5 leagues distant from the main, which here forms a large open bay.

Point SOLANDER, is the S. point of the entrance of Botany Bay, on the S. E. coast of New Holland or New South Wales, as Cape Banks is the N. point. See **BOTANY Bay**.

SOLANGO Island on the coast of Peru in the Pacific Ocean, is 7 leagues at N. by W. from the River of Colanche, and 4 leagues to the S. from Port Callo. The land in the former course is of a moderate height near the shore, but very high within the land, and consists of those hills which are called the Mountains of Pícosa or Pisana, and extend to the very bank of the River Colanche. These hills may be seen a great way out at sea, and appearing to narrow away to a ridge 2 leagues short of Colanche, and are good marks for knowing the coast. The little high rocks or islands called Aborcados or the Hanged Men, are also a good indication on a nearer approach. In the way from this island to Port Callo there are two harbours about a league distant from each other, which will be known by some white cliffs that stand just between them. There is the deepest water in the leeward port; and provisions may be had at either of the ports, which also afford shelter against southerly winds.

Morro SOLAR, or **Cape SOLAR** on the coast of Peru, and on the S. Pacific Ocean, is 2 leagues at N. by W. from the rocks of Pachacama, off the Port of Callao. The Island of St. Lawrence, which is a long island, is to the northward of it, in the position of N. W. and S. E. having near its S. E. end the small

Island of Callao. See **CALLAO** and **St. LAWRENCE**.

SOLAR'S Islands, are 3 small islands of the Eastern Indian Ocean, which are flat and low, but abound with provisions; the middlemost of them is said to have a good harbour for ships. They are to the eastward of Ende Island, which belongs to the Portuguese. See **SOLOR**.

SOLBE River, near the N. E. part of the Isle of Man, falls into the Irish Sea, on the northward of Ramsey Haven, and forms a kind of bay at its mouth.

SOLCANIA Bay, is a large bay of the S. Atlantic Ocean, on the S. W. coast of Africa, and a little to the N. of the Cape of Good Hope, in lat. 33 deg. 30 min. S. and long. 15 deg. 10 min. E. but these situations of southing and easting are doubtless erroneous, as it must be the same with that which is known better by the name of **SALDANHA Bay**. See **SALDANHA**.

SOLDANHA, or **SALDANHA Bay** on the S. coast of Africa, is to the southward of the foul Island of Secos, having a very fair road, and to the northward of Elizabeth's Island which lies about 2 leagues and a half from the main. See **SALDANHA**.

SOLDIER'S Gutt in the Island of St. Christopher's or St. Kitt's in the West Indies, is on the N. E. coast of the island to the eastward of Half Moon Bay, the situation of which will be still better known, by being to the eastward also of Christ Church. A bank lies across before the mouth of this river, the outside of which is rocky, and near to it is 7 and 10 fathoms right out from the land. Red Flag Bay is the next bay to the S. E.

SOLEBAY or **SOUTHWOLD Bay**, on the coast of Suffolk, for which see **SOUTHWOLD**.

SOLEBRENNÁ, on the N. W. coast of the Mediterranean, belonging to Spain, is 2 leagues to the W. of Modril, and the same with Salabrino. See **ALMUNECAR** and **SALABRINO**.

SOLEIL Island, is one of those islands on the E. coast of Labrador at some distance from the main, in lat. about 58 deg. N.

SOLIDORE is to the southward of St. Maloes, near the mouth of the River Rance which comes down from Dinan, and on its E. bank, being due S. from the

the E. end of the Island of Jersey, in the Bay of St. Maloes.

SOLIMAN Port, on the coast of Barbary, on the S. shore of the Mediterranean, is contiguous to Ramadam, and nearly S. from the eastern part of the Island of Candia. See **RAMADAM**.

SOLITARY Islands on the coast of New Holland or New S. Wales, extend from lat. 30 deg. 9 min. to 29 deg. 57 min. S. to the northward from Smoaky Cape, and not far from shore.

Cape SOLOMON, the most easterly point of the Island of Candia, in the Mediterranean Sea, is a moderately high and steep point, with an island close to it; but there is no anchorage near them. The 2 islands called *Christiana*, are at the S. E. end of Candia, about 5 or 6 leagues to the eastward; and there is a safe channel between them and the main island. **Cape Solomon** is in lat. 35 deg. N. and long. 27 deg. 3 min. E.

SOLOMON'S Islands, a cluster of islands, being 18 in number, situated in the S. Pacific Ocean, between lat. 7 deg. and 12 deg. S. and between long. 130 deg. and 140 deg. W. according to the accounts of the earlier circumnavigators. But later navigators have supposed that the Islands of Danger, about the lat. of 10 deg. 15 min. S. and long. 169 deg. 28 min. W. are a part of these islands; whilst others have laid them down between 5 deg. 50 min. and 11 deg. 15 min. of S. lat. and between 171 deg. 5 min. and 178 deg. 35 min. of W. long.

SOLOO Island. See **SOOLOO**.

SOLOR Island an island of the eastern Indian Ocean, to the southward from the Island of Celebes, in lat. 9 deg. S. and long. 123 deg. 55 min. E.

SOLWAY Bay or Frith, is the æstuary or inlet of the sea between the coast of Cumberland in England, and the opposite shore to the N. or the S. coast of Scotland; reaching from a little below the city of Carlisle to Ellness on the Cumberland shore, and on the N. shore as far as the E. point or limit of Wigton Bay. It is otherwise known by the name of *Eden River*. See **EDEN**.

The English shore of this Frith has been thus described. The ground is very low from the monument on Burgh Marsh to Drumburgh. Bowness received its name from the bend of the coast here; and we may note in this place

that the channel has within the memory of man found its way near the Scotch shore, which was before continually changing from the effects of rapid land-floods at low ebbs. The river of *Uln* or *Ulhu* has obtained the name of *Elne-foot* at its mouth, from which the shore is a fine hard sand; and from the *Boin*, which is a single house, the coast elbows round to the mouth of the *Darwent River*, that might easily be made navigable to *Cockermouth*, by cutting through some grounds and erecting locks. Off the town of *Workington* on the S. side of the river, is a light-house that can be seen to a good distance. The coast is all the way low from *Bowness* hither, but now becomes high, so as to be seen to a considerable distance, and serves as a guide for this part of the coast, shewing the situation of the harbour of *Workington*, and pointing out the approach towards the S. shore.

SOMBAVERA Islands, in the West Indies, are in lat. 18 deg. 38 min. N. and long. 63 deg. 37 min. W. and we believe it to be the same as *Sombrero*, which is mentioned below.

SOMBELLO Point, to the westward of the Gulf of Darien, is distant from the W. point of *Ascension River* on the S. shore of the W. Indian Sea 15 leagues, and 5 miles to the northward of *Francisco River*.

SOMBELLOES Rocks, are a sort of islands or broken grounds along the coast of the land of *Veragua* to *Golden* or *Gorda Island*. See **GOLDEN Island**.

SOMBRERE Island, is an island of the Indian Ocean, about 10 leagues to the N. of *Nicobar*, the inhabitants of which are mild and timorous, but very obliging to strangers.

SOMBRERA Island is a small desert island of the West Indies, about 6 leagues to the N. W. of *Anguilla*, and a dependent on *Barbuda*. It consists of an eminence, being about a league in length and nearly as much in breadth; and the Spaniards gave to it the name by which it is distinguished to English seamen, from the resemblance which it bears to a hat. Its lat. is 18 deg. 38 min. N. and long. 63 deg. 37 min. W.

SOMBRERO, on the S. coast of Africa, is 10 leagues to the S. of *Point Benguela*, and 5 leagues to the N. E. from *Point Francisco*. It is shaped like a three cornered

nered cap, and has a river running S. into the sea along by it, and also a salt-pond.

SOMBREVE Island, probably the same with **SOMBRERO** in the West Indies.

SOMERS or **SUMMER** Islands. See **BERMUDAS**.

Cape SOMERIDER, is a point on the N. W. part of the Island of Minorca in the Mediterranean Sea, from which, after 2 or 3 short inlets to the southward, the coast trends away at W. by S. southerly to the most westerly point of the island.

SOMERS Islands, commonly though erroneously called **SUMMER** Islands, an error which we have found ourselves under the necessity of complying with in some respects. It has been noticed at large under the name of **Bermudas**. See **BERMUDAS**.

SOMMAGE, on the N. coast of Spain, or S. shore of the Bay of Biscay, is situated between Gataria or Counix and Deva, which are only 4 leagues asunder, in the direction nearly of E. and W.

SOMME River, is one of the principal rivers of the N. coast of France, which runs from E. to W. through Picardy, and, after passing by Amiens and Abbeville, falls into the English channel near St. Vallery. The mouth or opening of this river is nearly due S. from Boulogne in the direction of the coast, from whence the coast trends away to the S. S. W. and S. W. to Dieppe; being about 8 leagues from the latter, and 10 leagues from the former. About 3 or 4 leagues to the N. W. from the entrance of this river are two sands, the northernmost of which is called the Bassine, and the southernmost is named the Quamer, on the shoalest of which there is 8 or 9 fathoms water. To the southward of this is another long bank called Busfurelle; on the middle of this sand, which lies near 2 leagues W. from the S. point of the Somme, there is only 2 fathoms. It must be noted, that the tide is highest off the mouth of the Somme on full and change days about 11 o'clock; and that the first quarter of the flood sets towards the land on this part of the coast from Dieppe to Boulogne, and before the mouth of this river, and afterwards at N. E. by E. and that the ebb in like manner sets in the opposite direction. The mouth of this river is in lat. 50 deg. 18 min. N. and long. 1 deg. 40 min. E.

SONDRE GRONT, is a name given

to an island of the S. Pacific Ocean in 1615 by Le Maire and Schouten, being in lat. 15 deg. S. and long. 143 deg. 10 min. W.

SOOLOO Island in the eastern Indian Ocean, is to the S. W. of Mindanao Island and almost in the midway between that island and Borneo. It is 30 miles in length and 12 in breadth, and contains not less than 60,000 inhabitants; for the situation of the island is very advantageous in respect to the other islands which renders it a great mart, and adds greatly to its population. The natives are Malays, and it is governed by a king or sultan. On this island we are informed the English East India company have a resident. It is in lat. 5 deg. 57 min. N. and long. 120 deg. 53 min. E.

SORDI Island is a small island about 2 leagues to the westward of the N. W. point of the Island of Candia in the Mediterranean.

SORREL River, is a river belonging to the state of New York in North America, from its having its source in Lake Champlain. After a course of about 69 miles, it falls into the River of St. Lawrence in lat. 46 deg. 10 min. N. and long. 72 deg. 25 min. W.

SORRENTO, is a sea port town of the kingdom of Naples, on the bay so called, and on a peninsula; being at the foot of a mountain of the same name, about 6 leagues to the S. E. of that city. Its lat. is 40 deg. 36 min. N. and long. 14 deg. 24 min. E.

Cape Queen SOSIA, is a point of land on the W. side of the country of Greenland, in lat. about 66 deg. N. and about half a degree or more to the S. from Romel Point, which is 4 deg. of long. and E. S. E. from Cape Bedford or the S. E. point of James's Island. These 2 points form the entrance of Davis's Straits.

SOSPIER's Bay, on the coast of Italy, is about a league to the eastward of Villa Franca, and affords much better shelter against a Levant wind than that port; for it has a very good road and a good haven, into which ships may enter without a pilot as there is good anchorage in every part of it. From this haven to Monaco is one league farther to the E.

SOTOVENTO Islands, is a name that has been sometimes given to the islands which have been more usually distinguished under the name of the Lesser Antilles.

on the coast of Terra Firma, or N. shore of South America. Among the principal of these may be reckoned, Trinidad, Margaritta, Curassou, and Tortugas.

SOTOVENTO Lobos, or Leeward Island of Sea Wolves or Seals, on the coast of Peru in S. America, and on the S. Pacific Ocean. It is about 7 leagues from the Barlevento Lobos or Windward Island of Sea Wolves, and is low, with some high rocks about it, and not more than about 2 leagues in circuit, being about 5 leagues distant from Cape Aguja.

Port SOUDAG, in the N. part of the Black or Euxine Sea, the N. E. point of which is called Karadag, and is to the S. W. from the entrance of Port Caffa or Kaffa, which runs in to the N. W. and is to the westward from the Straits of Kaffa. The S. point or cape of this port or bay is in lat. 44 deg. 35 min. N. and long. 36 deg. 15 min. E.

SOUFF of Garva, on the N. coast of France, is a rock that lies off near a league from the N. E. point of the Island of Brehat; and at the N. end about a league from it begins a ledge of rocks under water, of which it behoves ships to be careful, as it stretches out for 2 miles in the direction of N. by E. and S. by W. the rock at each end appearing dry at low water.

SOUND, or **ORESOUND**, is a passage or strait that lies between the Island of Zealand in Denmark, and the main continent of Schonen in Sweden, through which vessels pass out of the ocean into the Baltic, and return by the same channel. The town of Elfsineur is situated on the Denmark side, and also the strong fortresses of Cronenburg, near which is a tolerably good road. On the side of Sweden in Helsingborg, that had formerly a castle of which there is only a single old tower remaining. The strait is about 4 miles over, and the Danes take a toll of all ships that pass through the strait.

The **SOUND**, emphatically so called, is on the W. side of Staten Island, and runs up due N. or a little easterly within that island till it is joined by a channel from the E. called the Kills which washes the N. side of the island. It extends from the Raritan River at Perth Amboy the whole length of the W. side of the said Island of Staten.

SOUND Royal, on the E. coast of W.

Greenland, is in lat. 66 deg. 22 min. N. and long. 14 deg. 35 min. W.

SOUNDER Point, is the S. point of the main land of Wexford haven, towards the S. E. part of the kingdom of Ireland, but on the E. side of it to the northward. There is a sand off the mouth of this haven called Hænman's Path, between which and the Sounder ships may pass northward from Gremore Bay that draw but little water, not more than 8 feet, which is the depth of this channel on ordinary tides at high-water, though it has 10 feet at spring-tides.

Within the harbour of Wexford, to the westward of or above the Sounder, is a shoal, between which and the Sounder is anchorage, where ships lie landlocked against all winds but the S. W. For that wind indeed there is very little shelter, the breeze coming over the point of the land from the sea to the southward, which may set a ship upon the N. Ground, or the northernmost of the two sands that lie before the mouth of the haven, the southern one being called Hænman's Path, as already mentioned. To prevent this, bring out the best bower to the S. S. W. and the other to the N. E. In this road ships usually bring up in coming down from the town of Wexford, after coming round the N. side of the sands that lie to the W. of the Sounder, to take in the full complement of their lading, as they must not draw more than 10 feet or 10 feet and a half to come over the bar or shoal of the harbour. There are two little sand hills upon the Sounder, that are a mark for coming into the haven of Wexford through the swatch or narrow channel between Hænman's Path and the N. Ground. See **WEXFORD**.

SOUPA Strand, on the coast of Peru in South America, and on the S. Pacific Ocean, is due N. 3 leagues from the Island of Don Martin. The land on the coast between is low, but behind that low land the country is exceedingly mountainous, and the hills rise up in small picos like volcanos. This strand makes a large bay, the shore being all a loose sand; in which bay there is always a great swell, and a very rude sea when it blows hard, so that it is frequented by very few vessels except coasters that come to it from Lima and Panama to load corn. It is 2 leagues from this bay or strand due N. to Rio Barranca or River of Hillocks.

The

The coast to leeward of the strand is full of red hills, which make a small low point, and the port of Barranca, in 11 deg. of S. lat. is to leeward of the point.

SOUR or **SUR**, on the coast of Syria in Asia, at the extreme part of the Mediterranean, is situated near the sea, and has a harbour, on the ruins or site of the ancient Tyre, so much renowned in history. It is now in a state of ruins, in lat. 33 deg. 40 min. N. and long. 36 deg. 5 min. E.

SOURDINESS, on the E. coast of Scotland, at the mouth of the River of Montrose, from the S. point of which neefs a rock lies at E. N. E. called the Stone, and from the N. side runs off a spit of sand to seaward called the Annot. See **MONTROSE**.

SOUSA River, on the W. coast of Africa, is between Cape Blanco and Arguin. Ships must run from the cape at S. E. by S. about 3 leagues till they have passed the cliffs of this river lying to seaward, and then towards the E. southerly of the cliff that lies on the point of the main, and about 2 leagues to the eastward to the Island of Arguin.

SOUSE or **SUSA**, is a strong town of the kingdom of Tunis on the N. coast of Africa, having a castle and a good harbour. It is a place of some trade, and is seated on a rock near the sea, about 22 leagues to the S. E. from Tunis, in lat. 35 deg. 52 min. N. and long. 11 deg. 15 min. E.

SOUTH Bay, in Hudson's Straits, towards the W. end, lies to the W. S. W. from Button's Islands, several islands being also scattered along the S. W. coast.

SOUTH Cape of Tasman in Van Diemen's Land, or New Holland, in the S. Pacific Ocean, in 445 leagues at S. W. half W. from Norfolk Island. It forms two capes, of which one is called the S. W. cape and the other the S. E. cape, at the distance of 16 leagues nearly, with soundings from 48 to 70 fathoms, sand and broken shells, at 3 or 4 leagues off the shore. The S. W. cape is in lat. 43 deg. 39 min. S. and long. 145 deg. 50 min. E. and the S. E. cape in lat. 43 deg. 36 min. S. and long. 174 deg. E. As the wind constantly blows upon it from the westward and occasions a vast surf, the landing is rendered very difficult.

SOUTH Cape, is the extreme point of

land of the Island of New Zealand in the S. Pacific Ocean, in lat. 47 deg. 19 min. S. and long. 167 deg. 48 min. E.

SOUTH EAST Bay, in New Zealand in the S. Pacific Ocean, in which the small island called Bench Island is situated near the S. W. shore, is in lat. 47 deg. S. and long. 168 deg. 40 min. E.

SOUTH EAST Cape, in New Holland, for which see the **SOUTH** Cape of Tasman, is like the appearance of the Ram Head off Plymouth in the English channel. There are some islands and rocks about the distance of 4 leagues from it, to one of which was given the name of Mewstone. See **SOUTH** Cape of Tasman.

SOUTH FERRY Road, in the River Tay on the E. coast of Scotland, is before a little town of that name on the S. shore, right over against the castle of Broughton. Bring this town at S. S. E. or S. by E. in 5, 6, or 7 fathoms and a ship will then be in a good road for all winds.

SOUTHFIELD Point, near Ravensclaf, on the coast of Cumberland, from which, about a league from the land, lies a large stone, that comes bare at low ebbs.

SOUTHFORD, on the coast of Norway, has a good harbour between the Old Island and the rocks called the Weers or Outer Rocks. There are two islands lying before it, but ships may go in between them.

SOUTH Grounds, on the coast of Germany, are sands or banks so called, and sometimes the South Grounds of the Elbe, are to the eastward of the Weser. They are large flats or sands which lie off W. from the land, between the rivers of the Elbe and Weser, and stretch out into the sea for 4 or 5 leagues or more. The two Tills go in through these flats. Ships passing from the Weser eastward, if they are driven towards the South Grounds, may run along by it in from 4 to 6 fathoms, but not nearer, as the sand is steep; and when they are going on thus, and come into soft ground with from 8 to 12 fathoms, they will certainly be thwart of the Wester Till, and may run into it for shelter, as it is a good road and safe for all winds. Run in by the N. shore of it, at E. S. E. which is all clear and deep, and has from 12 to 13 fathoms water; as these balghs or creeks in the flat have a good depth. The Easter Till is to the N. E. from the entrance into the Wester Till, and lies

lies between the sands like the other, going in at E. S. E. also; and the Hound Balgh is still more to the N. E. continuing to run along the soundings of the South Grounds. These flats are so named, because they are situated on the S. side of the channel of the Elbe; and those large sands which stretch out in like manner to seaward on the N. side, are called the North Grounds. See VO-GEL.

SOUTH Ground, off the E. coast of Ireland, the S. point of which lies to the N. E. from Wexford Haven, and S. E. from Ballinagh Creek, and the N. end is about E. by S. from the headland of Donaghmore. There is also a middle bank or sand, but much smaller, between the N. end of this South Ground and the main, called the Rutch and Ram, which begins directly opposite to a piece of wall on the land like the pillar of a church. In passing along the shore, ships may go round this inner sand on any side, but it is recommended to prefer the inside, through which ships may steer between it and the main in 6 or 7 fathoms, because the outer banks are very steep and cannot be sounded. This bank of the South Grounds is about 5 miles from the nearest part of the main at its S. end, and nearly the same distance from Donaghmore Point at the N. end, lying nearly parallel to the shore. It is about 3 leagues in length, and between 2 and 3 miles in breadth; and at each end of it is a channel through to the main.

SOUTH Haven, in the island of Heligoland, otherwise Holy Island, off the coast of Germany, is a harbour for small ships, which lies within the bank that runs off from the S. end of Scholwer's Point, and is a very convenient port or rendezvous for vessels that are bound either to the Weser, Elbe, or Hever. Pilots are also constantly in readiness here for those rivers.

SOUTH HAVEN Point, is to the southward of the mouth of Pool Harbour on the coast of Dorset in the English Channel, towards Studland Bay. Along the coast to the N. E. from the mouth of the harbour is called North Haven Point.

SOUTH Key, one of the small islands of the Bahamas in the West Indies so called, situated in lat. 22 deg. 21 min. N. and long. 74 deg. 6 min. W.

SOUTH Rock, on the N. E. coast of

Ireland, is about a league and a half at E. N. E. from the harbour of Strangford. From the S. end of this rock lies a ledge of rocks for at least half a league off, and from its N. E. end is another ledge to the N. E. running off into the sea. At N. N. W. 2 leagues from the South Rock, is a shoal, to which ships should come no nearer than 8 fathoms; and though there is a channel to the W. it is not much frequented. From the South Rock to the North Rock is about half a league.

SOUTH Rook, is a name for a port on the W. coast of the hither peninsula of India, to the southward of Bombay, on the E. shore of the Indian Ocean.

SOUTH SAND, or **HAKES Shoal**, and sometimes called the **Wester Ground**, is one of the limits of the Land Deep Channel on the coast of Holland, as the coast itself is the other. The second buoy of this channel lies in 4 fathoms and a half at low water near this ground or land, and must be left on the larboard side on going in, and then run along to the eastward of it between it and the shore. There is a hill on the main called the South Sand Hill, near which is the sand called Arian Berker's Creek, which will be found on coming in from the sea for the first buoy of the Land Deep Channel. There is also Dirckoom's Sand Hill; for which see LAND Deep. The Slenk Channel also lies between the Keyser's Flat and this South Sand.

SOUTH SAND Head, is the S. point of the Goodwin Sands, and bears about N. E. from the South Foreland. Over this point the first of the flood sets strong into the bight to the Bunt Head, and out again over the North Sand Head; the middle of the flood sets more over the sand into the Gull Stream; and the last of the flood sets nearly regular for the Foreland; and, on the contrary, the first of the ebb sets nearly regular for the South Foreland, the middle more for the Gull Stream; and the latter ebb over the North Sand Head for the Bunt, and out again over the South Sand Head. The mark for this South Sand Head in sailing to the westward, is to bring Deal mill upon Walmer castle, which is the southernmost of the three in sight, when a ship will have the just length of it; and to go clear of it, bring the mill on the northernmost cliff to the southward of Walmer castle, or Little Low Cliff.

It is also a mark for the South Sand Head to bring the steeple of Ringjoul on the village called Kinsdown, or the two light-houses of the South Foreland into one; but, on coming in by night, if the upper light is kept open to the southward of the lower light, this will carry a ship clear, or in the day, to keep Folkstone Land open of Dover Land, will carry a ship without the South Sand Head.

SOUTH Sea, now more usually distinguished by the name of Pacific Ocean, was so named by the Spaniards after they had passed over the mountains of the isthmus of Darien or Panama from N. to S. On its first discovery, it appeared to them in that direction with respect to the isthmus; but with regard to the continent of America in general, it might properly be named the Western Ocean.

SOUTH Thule, or **SOUTHERN Thule**, is in the South Atlantic Ocean, and in lat. 59 deg. 34 min. S. and long. 27 deg. 45 min. W. See **SOUTHERN Thule**.

SOUTH West Cape, in the island of Mallicollo, one of the New Hebrides in the South Pacific Ocean, is in lat. 16 deg. 29 min. S. See **MALLICOLLO**.

SOUTH West Cape, near the S. extremity of New Holland or New South Wales. See **SOUTH Cape of Tasman**.

SOUTHAMPTON, a town of Hampshire on the N. shore of Trilantton Bay, as it was formerly called, or Southampton Water, having the western branch or the Tees, otherwise Anton, which goes up to the villages of Redbridge and Eling, and the eastern branch, or the Itchin, which passes by Northam, where many of our men of war have been built. Large vessels come to the quay or pier of Southampton, and there are always so many ships and smaller vessels in the river as to point it out for a place of considerable trade. Its connection with the islands of Jersey and Guernsey form a share of its commerce, and it possesses a distinguished trade for its French and Port wines. The channel up to the town from Calshot Castle is not very broad, though it is near 3 miles from shore to shore, and requires attention in large ships; but it may generally be discovered by the colour of the sea, on keeping a good look-out, so that there can be no great difficulty to go up or

down this water as far as to the southward of the pier before the town. Strangers should not attempt to go up the Tees to Redbridge or Eling without a pilots, as the channel is very narrow and intricate from the Horse Head, where those channels unite to, below the E. point of the marsh, about a mile lower down than those places; neither can large vessels go up beyond the pool which is formed at the mouths of these channels. Small trading vessels also go up the eastern branch, or the Itchin, above Northam, where a communication is formed with Winchester by means of a canal or navigable river. This town is much resorted to in the summer for sea-bathing; and is remarkable on various accounts in history, but more particularly for the reproof which Canute gave to his flattering courtiers on the tide's disregarding his regal mandate, and presuming to wet his feet, when the notion of the universal obedience of nature to his sovereign will had for some time been the prevailing language of his court. Here it was also that the warlike Henry the Fifth mustered his forces that were destined for the conquest of all France. In the hospital of God's House, in this town, the bodies of Richard earl of Cambridge and others lie interred, after they had been executed for high treason. This town is in lat. 50 deg. 55 min. N. and long. 1 deg. 0 min. W. and has high water on full and change days at 12 o'clock. It is remarkable, that in this water there are two tides, about three quarters of an hour after each other, the cause of which we have elsewhere attributed to the currents setting in from the two extremes of the Isle of Wight. At Woodmills, about 2 miles from the town, and on the River Itchin, is a very curious manufactory of ship's blocks, from which all the king's yards are supplied.

The port of Southampton and its dependencies are required to supply his majesty's navy with 193 men, as a quota for raising 20,000 seamen by a late act of parliament of 1795.

SOUTHAMPTON Bay, is at the N.E. part of the Bermudas or Summer Islands in the North Atlantic Ocean, and is formed by a great many islands and rocks which lie so strangely inclosing that part of the island as of themselves to form this great bay, and the best harbour

bour belonging to these islands of the Bermudas.

Cape SOUTHAMPTON, is the S. E. point of the Welcome Sea, or northern branch of the great gulf of Hudson's Bay in North America, near which, at E. by N. is Carey's Swan's Nest, a harbour so called at the S. E. extremity of the coast. The lat. is about 62 deg. 10 min. N. and long. 86 deg. 10 min. W. and that of the large Swan's Nest, is 62 deg. 20 min. N. and long. 83 deg. 30 min. W. The time of high water on the days of spring-tides at the S. end of the peninsula, is at 12 o'clock.

SOUTHERN Thule, or *SOUTH Thule*, in Sandwich Land, is the most southerly land which has at any time been discovered by navigators. It is probably connected by means of low land and a deep bay, called Forster's Bay, with Freezland Peak. See *SANDWICH Land*.

SOUTHER Zyt, on the coast of Germany, is a small creek between Phanu and Schelling Kroeg, though but 4 leagues apart, in the direction of N. W. in which is only 9 feet water. Between this Souther Zyt and the Wester Zyt is a point called the Horn, to the N. from which is the Wester Zyt.

SOUTHOLM Island, in the sound or passage from the Cattegatte to the Baltic, is on the E. of Almack Island, and its N. end is nearly due E. from the city of Copenhagen. It is surrounded by shoals, and, on account of its hooks and over-falls, it is necessary to regard its coast with more than ordinary circumspection. When the tree or trees near Draco, but not the wood, comes in one with the house, and bears at S. S. W. quarter W. and the long barn on Southolm at E. half N. a ship will only have 11 feet water, though there is 6 or 7 fathoms a cable's length to the westward.

SOUTHWARD Cape, another name for Cape St. Vincent's on the coast of Portugal, being a well known point, for which see *St. VINCENT'S*.

Lord SOUTHWELL's Islands, are certain islands on the W. coast of Hudson's Bay, lying off the N. point of Nab's Bay, and almost due W. across the mouth of the Welcome Sea, of which they here form the limit on that side.

SOUTHWOLD, or *SOLEBAY*, on the coast of Suffolk, is situated on a peninsula that is formed by Blich River on the

W. and by the sea on the E. and S. An act of parliament was obtained in 1747 for cleansing and opening its haven, which had long been choaked up with sand. The town of Solebay is on the E. side, and has good anchorage; and it is sheltered by Easton Ness, a promontory which is about 2 miles farther S. On the S. side of the Ness is an excellent harbour. It is naturally strong by its situation, besides which it has some guns on the cliff. A much esteemed salt is made here, and it also exports considerable quantities of corn. In this bay, usually called Solebay, was a great sea-fight in 1672, without any decisive victory, between the Dutch Admiral Ruyter and the English fleet under the Duke of York. It lies at N. N. E. from Dunwich, and S. by W. from Covehithe, has high water on full and change days at half past 9 o'clock, and is in lat. 52 deg. 17 min. N. and long. 1 deg. 45 min. E.

It is required by an act of parliament (1795) to supply 21 men for his majesty's navy in aid of 20,000 to be raised in the different ports of Great Britain.

SOVANO Cape, on the coast of Italy in the kingdom of Naples in the Mediterranean, is situated at the entrance of the gulf of St. Eufemia.

Cape SPADO, in the island of Candia, is on the N. side of the island, and a high point of land that may be seen to a good distance; to the eastward of it, about 7 leagues, the land appears like another great cape, which is 3 leagues farther to the eastward, and is known by the name of Mallecha. Ships may ride well off the W. end of an island off this cape; it is known by a number of cypress trees, and there is good anchor ground and fresh water to be had very conveniently at several places. The city of Canea, is situated on a deep bay that goes in S. E. by E. and is between Cape Spado and Cape Mallecha, where vessels of less than 100 tons may ride very well.

SPAIN Island, near the southernmost part of Ireland, is near the island of Sherke or Inisherkin, for which see *SHERKE Island*.

SPALATRO, or *SPALATTO*, is a rich, populous, and strong town on the coast of Venetian Dalmatia and its capital, having a good harbour, situated on a peninsula which is joined to the main land by an isthmus of about half a mile

in breadth; it is about 12 leagues to the S. E. of Sebenico, and 34 leagues to the N. W. of Ragusa, and in lat. 44 deg. 4 min. N. and long. 17 deg. 31 min. E.

SPALDING River, in Lincolnshire. See WELLAND River.

SPANIARD'S Bay, on the E. coast of Cape Breton Island, near the coast of Nova Scotia in North America, is round the point of the South entrance into Port Dauphin, to the southward of which is Cape Charbon. A small bay succeeds to this between the cape and the deeper bay of Morienne. It is an excellent harbour, and its mouth is only a mile wide, but becomes broader within. It divides itself, about a league within the mouth, into 2 branches or arms, both of which are navigable for 3 leagues up, and are very safe harbours; and the lat. of this bay is 46 deg. 20 min. N. and long. 58 deg. 29 min. W.

SPANIARD'S Buoys, which are situated at the W. and E. ends of the shoal or bank called the Spaniard, are 6 miles or 2 leagues asunder, lie nearly at E. half N. and W. half S.

The West Buoy is white, and is a little more than a mile at S. half E. from the Black Buoy of the Spile, which lies about 3 leagues to the E. from the buoy or light of the Nore; which two buoys of the Spile and Spaniard form the W. entrance of Five Fathoms Channel. But care must be taken of a Middle Ground between these buoys, and the best way to avoid it is to get on the S. of it near the West Buoy. The leading mark through Five Fathoms Channel is to get the body of Minster church just open, and this will lead a ship nearest to the Spaniard West Buoy.

The East Buoy of the Spaniard will be found by bringing a large tree on the island of Shepy just open of Mussels at S. W. half W. and St. Nicholas church in the Gore on a house or barn that is just open to the E. of the Reculvers at S. by E. quarter E. or the Reculvers may be nearly at S. by E. half E. And to go through the Queen's Channel steer from the Spaniard Buoy to the Swinging Beacon about 4 miles at E. half S. having 2 fathoms and 2 fathoms and a half all the way.

SPANIARD'S Gatt, is the third or N. easternmost of the 3 channels into the

Texel roads at the mouth of the Zuyder Zee on the coast of Holland, and lies between the Texel Island and the sand called Keyfar's Flat. It has six buoys in it, and to find it, coming from the northward, bring the beacons of Huyfdown one in the other, or the greater of them, which is both the largest and most to the southward, a little to the east of the other lesser one, when they will bear at S. S. E. Keep these beacons in this direction and sail right in with them, which course will bring a ship just with the outermost buoy, or at least in sight of it. At this buoy the church of Coog, on the N. coast of the Texel Island, will bear at E. N. E. and care must be taken by a ship that is coming either from the westward or southward, not to bring that church more northerly than E. N. E. but rather more easterly, and then to sail right in with it, until the beacons come right against one another. By this course a ship will avoid coming too near to Keyfar's Flat, which is very steep on the N. side. Ships may also run along to the westward of the outermost buoy, but not far along to the eastward of it. From the first or outermost buoy to the second, the course is S. S. W. and from thence to the third, fourth, fifth, and sixth buoys, the last of which is the buoy of the Beacon Steeple, which is S. by W. and S. easterly. This buoy is so named because it lies right with the Beacon and Hoorn Steeple on the island of the Texel. All the buoys lie on the western side of the channel, though a ship may, upon occasion, pass to the westward of them, but not far, because the W. shore is so steep that in a ship's length it alters from 3 fathoms to 3 feet; the E. side of the channel, on the contrary, is flat, and ships may run with the lead till they come within the buoys.

It is now to be observed, that the innermost buoy of the Slenk Channel, or the middlemost of the 3 channels, lies upon the tail of Keyfar's Flat, and may be deemed the seventh buoy of this channel, where the two channels come into one. This buoy lies at S. by W. from the sixth buoy, or buoy of the steeple and beacon; but the Helder is at S. E. and ships may sail directly for the Helder free from any danger, as the channel

channel here is broad, and so leave the seventh buoy to the starboard without coming near it. From hence ships may sail along to the S. shore, or from the buoy of the tail of the flat; the S. shore is very steep, but they may also run, as wind and tide permit, right to the Helder.

We must note also for the information of seamen, that the first part of the flood tide runs very strong over the S. ground N. N. E. to the Spaniard's Gatt or channel, until it is half flood, and the ebb to the S. S. E. until it is half ebb; and it is to be observed, that the Helder lies from the buoy of the tail at E. S. E. or S. E. by E. and that on coming near the Helder, it is necessary to run close along by it to avoid a tail that shoots off from Geest Sand. There is a buoy upon the Geest that must be left on the larboard side going in. Having thus passed the Helder, the course becomes N. E. somewhat easterly, or along by the Island of the Texel, in 8 or 9 fathoms into Capervader's road.

SPANIARD'S Shoal, is to the N. of a sand that projects eastward from the point of Sandwich or Hawke's River, and about a mile and a quarter to the S. from the town of Halifax in Nova Scotia.

SPANISH Bay, on the E. coast of Newfoundland, is 3 leagues at S. S. W. from Harbour Grace, and, like Bay Robert, which is only separated from it by a narrow neck of land, is a mere shelter for ships in bad weather; as neither the sea nor the land affords the seaman any comfort or advantage, the former supplying no fish and the latter having no inhabitants. But these two bays are 2 miles distant round the peninsula or point between them by sea.

SPANISH Bay, on the E. coast of the Island of Cape Breton at the S. part of the gulf of St. Lawrence, is the same as SPANIARD'S Bay, which see.

SPANISH Cove, is at the S W. part of the kingdom of Ireland, to the W. northerly from Cape Clear, and to the W. southerly from Crook Haven E. point.

SPANISH Ledge, a ledge of rocks so named among the Scilly Islands to the W. from the Land's End of Cornwall, the directions for avoiding which have been given in the instructions for passing up to the northward round the S. W. part of St. Mary's Island through St. Mary's Sound into Broad Sound. This ledge will shew itself in bad weather. See ST. MARY'S Sound.

SPANISH Point, is the eastern point

or larboard point of the entrance into Great Sound, within the S. W. end of the Bermudas or Summer Islands in the North Atlantic Ocean.

SPANISH River, in the N. W. part of the basin of Kingston Bay, round by the W. and N. from Musquito Point or larboard point of the land at the narrow channel into Kingston Harbour. But this is of no use in navigation.

Cape SPARTEL, is a promontory of Africa, at the entrance of the Straits of Gibraltar, between Arzilla and Tangier. It is about 8 leagues to the S. of Cape Trafalgar on the European coast, and 10 or 11 leagues at N. by E. from Arzilla. There is a little hummock on the low land, about a league to the southward of the cape by the water side, which shews, on passing by, like a broken scone or cattle. This cape is the utmost angle of the land of Africa to the N. W. and is a long extended promontory, shooting out far into the sea, from which it may be seen in clear weather to the distance of 10 leagues, though the land itself is not very high. At the very extremity of the Cape lies a rock that breaks off the violence of the sea, and leaves under its lee to the S. of the point a very safe road with good anchorage in from 12 to 13 fathoms and clean sandy ground; it is well sheltered from northerly and easterly winds. But it will be necessary to keep ready here, immediately on the wind's shifting to the W. and especially if to the southward of W. otherwise they may be embayed, and exposed to all the dangers of a lee shore; but if seamen are active in taking the first change of the weather, they may very easily get out of the road, and by running round the point take shelter on the other side in Tangier Bay. It is 40 leagues from hence at S. by W. to the River of Saltee, and 85 leagues at S. W. southerly from this Cape to Cape Cantin. The lat. of Cape Spartel is 35 deg. 42 min. N. and long. 5 deg. 55 min. W.

Cape SPARTIVENTO, anciently called HERCULIS PROMONTORIUM, is the most southern promontory of Italy, on the eastern extremity of the further Calabria, and gives its name to the neighbouring gulf. It is opposite to Cape Passaro in Sicily, and 32 leagues distant from it in the direction of N. E. northerly. From this cape to the city and port of Tarento or Tarentum is 30 leagues at N. by W. and it is 3 or 4 leagues at N.

N. E. by N. from it to Cape Borfano, and 10 leagues farther at N. N. E. to Cape Stillo. Its lat. is 37 deg. 55 min. N. and long. 16 deg. 40 min. E.

SPAW Island, near the S. W. coast of Ireland, the same that we have noticed already under the name of SPAIN Island.

SPEAKER Bank, in the Indian Ocean, is in lat. 4 deg. 45 min. S. and long. 72 deg. 57 min. E.

SPEAR Cape, is a point of land that is about 3 or 4 miles at S. E. by S. from St. John's in Newfoundland. Its lat. is 47 deg. 33 min. N. and long. 52 deg. 20 min. W.

SPEIGHT'S Town is a place in the island of Barbadoes in the West Indies and on the W. shore towards the N. part, heretofore much frequented by ships from Bristol, and from thence called Little Bristol. The planters in that part of the island called Scotland, were accustomed to ship off their goods here for England, which greatly increased its buildings, though most of the trade is now removed to Bridgetown. For its defence it has 2 forts, besides another in Heathcote Bay at some distance to the S. of the town; one of these forts being in the middle of the town, and the other at the N. end. There are also several platforms on the sea shore, for the security of the town and island. It is in lat. 10 deg. 9 min. N. and long. 59 deg. 21 min. W.

SPELL Buoy, in the mouth of the River Thames, lie on the S. side of the channel of the Narrows.

The W. Spell buoy, which is white, is only about three quarters of a mile from the E. buoy, in the direction of W. S. W. half W. and the sand is very narrow but shallow, having only 2 feet water upon it, and close to it is 2 fathoms. The marks for it are to bring the W. part of Bishopton on a bight at S. westerly, and the E. end of Lower Hall Grove on a boat house at S. E. more than half E. About half a mile to the W. by S. half S. from the Narrows is the sand called the Cross Bank, on which there is but 5 or 6 feet at low water, to avoid which keep pretty near to the Spell Buoy. This W. buoy lies in 3 feet water. At S. quarter W. from the W. buoy of the Spell is the W. buoy of the Laft, which is black; and the Laft Elbow Buoy, which is also black, is about half a mile from the W. buoy of the Spell, and one-third of a mile at S. half E. from the E. buoy of

the Spell. These two buoys with the Spell Buoys form the Narrows, a channel of only one-third of a mile broad, in the direction of W. by S. half S. and E. by N. half N.

The marks for the E. buoy of the Spell, which is also white, are St. Peter's church on the middle of Westgate Bay at E. and Waldershare monument on the W. corner of Reculver Church-yard. This buoy lies only in 6 feet water; and at E. by N. from it, at the distance only of a cable's length, is the red buoy of the Woolpack, which lies close to the sand. This buoy, with the E. buoy of the Spell, together with the beacon that lies about half way between them about a cable's length to the northward, make the Old Channel; but this is not above a cable's length, and it has 6 feet through it. Bring the middlemost of the 3 copperas houses at S. W. by W. westerly, and this will clear the outer part of the Spell and Woolpack.

SPERA MONDE'S Shoals, on the S. W. coast of the Island of Celebes in the eastern Indian Ocean, lie off to a good distance and extent from that coast, from lat. 4 deg. to 5 deg. S. and the outermost or most westerly part is in long. 119 deg. E. They are very dangerous, and should be carefully avoided by ships passing either to the northward or southward between the islands of Celebes and Borneo, by keeping to the W. of them.

SPEY River, is a deep and rapid river of Scotland, which runs to the N. E. through the country of Badenock, and Murray or Moray, and falls into the German Ocean to the E. of the Frith of Murray, after a course of near 80 miles. Rapid and furious in its course, it frequently overflows its banks in a dreadful manner, and does much damage to the adjacent country. The bed is wide, and full of gravel, and the channel is very shifting. It affords an excellent salmon fishery, about 1700 barrels of which are caught every season, and the shore is rented at £.1200 sterling.

Porto SPEZIA, on the coast of Italy in the Mediterranean, is 11 leagues at E. S. E. from Porto Fino. In this port there is the utmost security, and no wind can hurt; but it is advisable to call for a pilot, because there are many anchorings and points within the port and bay. It lies at the bottom of a deep gulf, which goes in at N. N. W. and S. S. E. There is a little island or rather rock in the entrance,

trance, on which is a light-house very high, and near the W. point of the gulf. Within and between that and the point, the ground is foul, and there are some sunken rocks, as well as others above water, which make the passage next to impracticable without a pilot; but the fairway is good on the other side, and makes a deep and clear channel, where there is 10 fathoms water close under the shore. After having passed through the narrowest part of the entrance, the bay widens to more than 2 leagues, and on the N. W. side are 2 smaller bays, where ships may ride with the greatest safety under the lee of a high shore, and in good holding ground. The island with the tower has a great effect in breaking off the sea from this part of the bay, so that if it should blow hard into the bay there will be easy riding on that side, and more especially if the wind blows from any part of the W. or N. or, on the other hand, from any point to the eastward of the N. or due E. there will be very good anchoring under the E. point, and very safe riding in 10 fathoms and a hard fard. From hence to *Via Regio* is 9 leagues at E. S. E. is 16 leagues at S. E. from Genoa, and is in lat. 44 deg. 10 min. N. and long. 9 deg. 37 min. E. Leghorn is 14 leagues at S. E. by S. from Porto Spezia.

SPICE Islands, a general name for a great many islands in the Eastern Indian Ocean, the principal of them are, Banda, the Moluccas, and Ceylon, which are mentioned under their respective heads.

Cape SPICHEL, to the southward of the mouth of the River Tagus, on the coast of Portugal, is about 10 leagues at S. E. by S. from Cape Rocque, and is the S. opening for the port of Lisbon, as Cape Rocque or the Rock of Lisbon is the N. opening. It is easy to be known, being a high and flat land, with a high tower standing over on the side of the cape, and a long ridge which has the appearance of an old wall. The top of the castle of Sezimbre may also be seen on a flat hill, like a great top or ridge of a country house. A little to the southward about the point, there is also a rent or cliff in the land, before which is good riding in 9 or 10 fathoms, and before Sezimbre is anchorage in 15 or 16 fathoms.

SPIKE's Island, within the harbour of Cork on the S. coast of Ireland, is situ-

ated in the broad lake within the narrow channel to the northward of it, and must be left on the larboard side, going up towards Kuyfskine Bay on the N. shore. See **CORK**.

SPILE Buoy, is in the mouth of the River Thames, about 3 leagues due E. from the buoy of the Nore, in 8, 9, or 10 fathoms all the way. The mark for it is to bring Mousehole Church well open to the eastward of the Land's End of Sheepy. It is a black buoy and is about a mile or a little more at N. W. half N. from the Spaniard buoy, at the W. end of the Spaniard shoal. See **SPANIARD**. The shoal of the Spile is round, and bears S. from the buoy of the Oaze Edge, and has but 6 feet water on it at the ebb.

SPILLER's Point, on the E. coast of the Island of Newfoundland, near the coast of North America, is a league from Cape Larian to the N. N. W. and the same distance at S. S. E. from Cape Bonavista. It is a high and steep point, and is bold too, and may be seen to a good distance.

SPINA LONGA Island, is to the southward of Cape St. John on the N. coast of the Island of Candia in the Mediterranean Sea, in a bay or gulf on the E. side of the Cape, and near the W. shore of the bay, at the bottom of which is Port Camac.

SPIRING's Bay, is on the E. coast of South America, off the N. E. point of which is the Island of Penguin and some others; of these that of Penguin is the outermost and the largest, being about 3 quarters of a mile in length from N. to S. and half a mile in breadth from E. to W. The land on this N. E. point makes out full, like a bluff point or foreland, being a fair high land in large plain hills; and the bay goes in round this point to the N. N. W. the high black rocks off the point making at sea like a ragged building with a tower on it. The shore, coming from the northward, appears steep, with black rocks, a low strand, and some bays, with pebble stones and a sandy beach; and there is also grass upon the hills, but neither wood or fresh water. In the bay which lies in to the N. W. is 21 fathoms, being 2 leagues wide and about 3 leagues deep.

SPIRITO SANTO Bay, is on the W. coast of the peninsula of East Florida, or eastern shore of the great gulf of Mexico, and is in lat. 27 deg. 54 min. N. and

and long. 83 deg. 36 min. W. Off the mouth of it is a small island called Egmont's Key.

SPIRITO SANTO, is a town of Brazil in South America, on the South Atlantic Ocean, having a small castle and a harbour. It is situated by the sea side, in a very fertile country, and is in lat. 20 deg. 10 min. S. and long. 41 deg. W.

SPITHEAD, a memorable road or rendezvous for the Royal Navy of England, situated between Portsmouth and the Isle of Wight on the coast of Hampshire, in the English Channel. The approaches to it from the S. and E. have been described under the heads of **HORSE BUOY**, **NO MAN'S LAND BUOY**, **PORTSMOUTH**, &c. to which we shall refer our readers.

North SPITT BUOY, in the Queen's Channel at the mouth of the River Thames, lies about 2 miles nearly E. a little northerly from the mid-channel between the Tongue and Wedge Buoys; by this course a ship will be about 3 quarters of a mile to the N. by W. of the buoy in 11 fathoms. The marks for the buoy are, to bring Minster-mill on a house in Westgate Bay at S. a very little easterly, and Redding-mill on North Down at S. E. three quarters S. This buoy is black, and lies from the E. buoy of Margate sand, which is black also, about a league and a half at W. by N. half N.

SPITZBERGEN, which in some charts and maps is called E. Greenland, is an island of the Northern Frozen Ocean, the S. point of which is Cape Look-out in lat. 76 deg. 30 min. N. to the N. E. of which is Foul Sound, and on its E. side an island called Witches Island. There are several small rocks or islands off its S. point, and Hope Island at several leagues distance. To the N. of Foul Sound is a large island called the North East Land, extending from lat. 79 deg. to 81 deg. N. which has islands off the coast all round the northern part, and within the passage or sound between it and Spitzbergen Island. To the N. W. are the Seven Islands and Purchas Island. Point Desire, in lat. 80 deg. N. is the N. end of the maid land of Spitzbergen. A deep inlet from the N. which extends for more than a degree of latitude, cuts the land in such a manner that the isthmus from the bottom of it into Foul Sound is very narrow. There are several

small islands off the N. W. point of Spitzbergen, to the S. W. of which is Smith's Inlet. Cross Road is further to the S. at the N. end of a long and narrow island called Charles Island, as Bell Sound is at the S. end, and has several creeks. Fair Haven is farther S. in the lat. of 78 deg. N. and Horn Sound to the S. of that, and to the N. W. from Cape Look-out, where we began the survey of the coast of this island. About Bell Sound the land is high.

The tides have been observed to flow here about 3 feet 7 inches in perpendicular height, and to be at the height of flood at 3 o'clock on full and change days. Persons in sailing to and from Spitzbergen, have observed that to the eastward a little northerly from the Shetland Islands, in lat. 62 deg. or 63 deg. N. and long. about 5 deg. and three quarters E. the variation has been found to be 22 deg. 53 min. W.

SPLEET Channel, is the second of the channels or deeps between the coast of Flanders and the Island of Walcheren that lie in between the shoals or banks. This channel of the Spleet lies through between the English Pole and the Raen banks. In coming out of the sea, and sailing in at the Spleet, edge towards the coast of Flanders; and when a ship is by her reckoning to the westward of Ostend, she may borrow upon it into hard ground and shoaler water, and so find the Ript bank in 6, 7, or 8 fathoms according as a ship is to the eastward or westward. Then edge off again to the northward into the sea, until it begins to shoal, and is hard ground; and thus keep the sounding of the Ript, until a ship again finds deeper water and soft ground. Then run in at E. N. E. and edge now and then to the southward towards the N. side of the Ript, until Bruges comes on with the large and flat steeple of Lefweg, or the Blankenberg is brought at due S. In this situation a ship will be thwart of the Raen into the Spleet. Then bring on the steeple of Middleburg over the Inner Sand Hill betwixt Souteland and Disbock, and run in with it at E. N. E. till the castle of Sluys comes off the eastward of the sand-hills of Cadfant; and by sailing right in with Flushing, a ship will go clear of the Raen and Poles. But as Middleburg cannot be seen in dark weather, ships must then run in by the lead along the N. side of the Ript E. N. E. until they

they find the shoaling and hard ground of the English Pole, which will carry a ship between the Raen and the Pole. Keep sounding along the hard ground of the bank, and steer a little more easterly to avoid the Raes shoal which lies thwart of Souteland, and is steep. When a ship has got somewhat farther in, it may sail E. towards Flushing, and thus avoid all the shoals.

To sail from Flushing out of the Spleet, first go N. N. W. until the W. Chapel comes almost to the point of the sand hills, but not without it; or that the steeple of Middleburg comes to the Inner Sand Hill, when a W. S. W. course will run right out of the Spleet, which is above half a league broad, and at low water upon the shoalest part has 4 fathoms and a half. It must also be observed, that between Souteland and Disbock is a high Sand Hill, which is somewhat steep at the E. end, and is known by the name of Doorne Hill; and to the eastward of this is another sand hill, which is somewhat long but not quite so high as the other. There is a little dale in this last which seems to divide along the sand into two; of these the southernmost is that which is called the Inner Sand Hill, because there are no more high sand hills to the southward of it. When, therefore, the steeple of Middleburg comes over that Inner Sand Hill, or in that dale, keeping them so, a ship may run out at the Spleet, and can receive no damage from either the Pole or the Raen. With easterly winds ships may borrow of the English Pole. The Raen is flat, so as that ships may sound out along by it through the Spleet when the marks in dark weather cannot be seen; and when Ardenberg comes without the Sand hills of Cadfant, they will be past the dry Raen, and all the shoals, and may go out to sea where they please. It is high water in this channel on the days of spring tides at 12 o'clock, and the current on the shoals near it turns about against the sun, and at last falls in at the channel, the first of the flood there falling over the shoal towards the land, and beginning to run to the southward at 2 hours flood in the direction of S. S. W. and then past the S. towards the E. till an hour and a half before high water, and then the flood sets to the eastward. When Blankenberg bears about S. E. by E. from thence to the eastward the tide runs about against the sun, but from thence to the west-

ward the tides will not be found to turn about.

SPLINTER Sand, runs off from the W. pier of Dunkirk on the coast of Flanders, and is about 2 leagues long, ebbing dry in many places at low water. Ships may sail in by the shore behind the bank from the westward almost as far as to the W. pier, and there come to an anchor in 5, 6, 7, and 8 fathoms water; and about half a league from the said W. pier a small channel or swatch runs through the bank, through which small ships may pass at high water.

SPOCIA Island in the Archipelago Sea in the Mediterranean, is a small island near which are some other smaller islands, off the N. point of the opening or entrance from the N. or N. E. into the Napoli Gulf, and at S. S. W. from Cape Mala. The islands thus noticed are the most southerly and lie off from the S. point of the peninsula.

SPOLICA Island, an island of the Archipelago Sea in the Mediterranean, is a small island to the W. of Nixia, between Antipari on the E. and Stringella on the W. which 3 islands are near to each other, and all of them due W. from Paros, which lies also on the W. of Nixia.

SPORING's Islands, on the E. coast of New Zealand in the South Pacific Ocean, lie off the S. by E. point of the entrance into Tolaga Bay.

SPRINGER's Key, a small island so called, and the principal one of the Sanballat Islands, on the coast of the Spanish main. See **SANBALLAT**.

SPRINGER Sand, is a great dry sand between the two channels of Brewers Haven and Kevitsen. It is not covered except on very high tides, and is situated between the Islands of Schowen and Goeree, on the coast of Holland.

SPURN Head, is the southernmost point of the coast of Yorkshire, and forms the N. limit to the mouth of the River Humber which goes up to Hull. Some have given it the name of Conny Hill, but for what reason we know not. On this point there has been a light-house ever since the year 1677, and a beacon was erected upon it in 1684. It is a long sickle shaped promontory, and serves to guard the mouth of the Humber. The coast from Bridlington Bay hither is low land, without any variation. The sand called the

Bull is about 3 miles to the S. W. of the Spurn, with a fine turning channel of 10 or 11 fathoms between them. The dreadful sand not far from the Spurn is particularly to be avoided by ships coming from the northward to the Humber, or passing out of the river to the northward, which, by means of the Spurn lights, may be avoided; from the S. point of which sand Kelsey bears at N. W. three fourths W. and the point of Dumlinton high land at N. W. by N. The light-houses also bears from it at W. by N. 4 miles distant, and the mark to carry ships clear of the S. end of this sand is to bring Effington steeple and windmill behind it both into one. See DREADFUL. Another sand also lies without the mouth of the Humber at E. by S. half S. from the lights at the distance of only 2 miles, which has about 5 feet at low water, from which Kilnsea Church bears at N. W. by N. The mill on Dumlinton high land and the N. end of the southernmost cliffs will bring a ship directly upon the body of it; the position in which it lies is E. N. E. and W. S. W. and its length not much more than a quarter of a mile. Within this sand there is a depth of 6 fathoms and a half, and gradual shoalings to the main; and without it, between this sand and the Dreadful, there is 7 or 8 fathoms, the Dreadful bearing from it at S. E. about 2 miles. For the directions within the Spurn, an account is given under Humber; and without it to the northward as far as to Flamborough Head, the depth of water in general is from 6 to 8 fathoms. The lat. of the Spurn Head lights is 53 deg. 38 min. N. and long. 22 min. E. and it has high water by the shore on full and change days at half past 5 o'clock.

SQUAM, on the coast of Massachusetts in New England, is a large creek on the N. E. side of Cape Ann, a few leagues from Boston.

SQUARE Handkerchief, in the West Indian Ocean, is an island of some extent, its N. part being in lat. 21 deg. 24 min. N. and long. 70 deg. 19 min. W. The S. part is in lat. 21 deg. 5 min. N. and long. 70 deg. 49 min. W.

SQUINE Island is a small island of the Archipelago Sea in the Mediterranean, to the W. of Nio Island, and between it and Policandria Island.

SQUIRE Island is a small island of the

Archipelago, in the Mediterranean, about due W. of the harbour of Schiros Island, and of the smaller islands that lie before its entrance, at the distance of about 4 leagues.

STACKS Islands, are two small islands, which constitute two of the 3 points on the W. side of the Island of Holyhead in the W. of Anglesey Island in Wales; of which 3 points the southernmost is clean, and these are called N. and S. Stacks from their relative situation. They are very bold, and have no less than from 18 to 20 fathoms near the shore. From the S. to the N. Stack is a clear shore and no danger to be apprehended. Carren Point is 2 leagues at N. E. from the N. point of this island across a bay.

STADELAND, on the coast of Norway, is about 4 leagues to the northward from the great rock of Orriack, to its S. point, and between them a great sound goes in, by which ships may sail either to Bergen or Scuteness, being all within land; at the entrance of which sound a little within the S. point of the head land, is a small bay thwart of a beacon, where ships may anchor, and be sheltered from all winds but those from the S. The Islands of Flowack are between the N. point of Stadland and Broad Sound; and without them at 4 leagues distance to the N. N. E. from the said N. point, is the Island Swynoe. The S. point of Stadland is about 20 leagues at N. N. E. and N. by E. from Jelleford, the coast between being all full of broken lands and islands, within which small vessels may sail along. The Island of Trenough, towards the N. Cape of Lapland, is 77 leagues at N. E. from the N. point of Stadland, and 15 leagues at N. N. E. to the Island of Loefort; but it is 92 leagues at N. N. E. easterly to the Island of Rust. It is recommended, in leaving the N. point of Stadland to go to the N. Cape, to keep without all the islands, to prevent being embayed by a W. wind or W. N. W. in Drontheim River. From Stadland N. to Drontheim, the tide rises and falls by the course of the moon as regularly as on the coast of England.

STAFFA Island is a noted island of Scotland, though small, and one of the Hebrides to the westward of that kingdom. It has been distinguished by naturalists on account of its basaltic columns, which bear so striking a correspondence

pondence with those of the Giant's Causeway in Ireland. It is situated on the W. coast of Mull, and is about 3 leagues to the N. E. of Jona, being only about a mile long and half a mile broad. Fingal's Cave is in this island, and is supported by natural pillars, some of which are between 50 and 60 feet in height; the length of which cave is 371 feet, the breadth at its mouth 53 feet, and 111 feet high. The surface of most of the pillars is rough and uneven, and the stone of a dirty brown, being in that respect very unlike to the Giant's Causeway which is a fine black. The whole S. W. part consists of these pillars, some of which are above 60 feet thick, and formed almost into the shape of architectural columns; and it far exceeds in beauty and grandeur the columns of the Giant's Causeway.

STAGIRA, on the Gulf of Contessa in Macedonia, and in European Turkey, is about 16 miles from Contessa, and was the birth-place of the famous Aristotle, which gave him the name of Stagirite. It is in lat. 41 deg. 15 min. N. and long. 22 deg. 48 min. E.

STAGNO, otherwise called STAGNO GRANDE, is a small but well fortified city, having a small but commodious harbour on the coast of Ragusa in the Adriatic Sea or Gulf of Venice, and on the N. E. shore. It is 10 leagues to the N. W. of Ragusa, and situated on a peninsula, in lat. 43 deg. 12 min. N. and long. 17 deg. 50 min. E.

STAGS of Broad Haven, on the W. coast of Ireland, are about 8 leagues to the W. northerly from Moyl Haven; between these there are many bays and roads on the coast for anchorage. They lie 2 leagues at N. by W. from Broad Haven; and an out point on the main lies at S. W. by S. from them.

STAGS Head, on the S. coast of Ireland, is the easternmost point of the harbour of Cork, about 4 miles to the W. from Hawke's Rock. We have described the nature of the channel into the harbour, under the article of Cork; but persons that are unacquainted commonly take a pilot at this point.

STAGS Rocks on the S. W. coast of Ireland, but on the S. side, are about a league to the E. from Baltimore, being 5 or 6 in number, and about a mile from the shore. To ships that are coming from the E. they have the appear-

ance of steeples; but ships may fail through between them and the main, as the channel is sufficiently broad and deep. They lie about 2 leagues to the S. W. from Castle Haven.

STAGS Rock on the E. of the small Island of Ireland's Eye, to the N. of the Hoath near Dublin on the E. coast of the kingdom of Ireland, which is remarkable for its height.

STAGS Rocks, off the Lizard Point, or southernmost point of land on the coast of England, at the mouth of the channels, are about half a mile from the shore, and lie out to seaward from the middle point. They appear above water, and are steep, having 12 fathoms water close to them.

STAINBOROUGH Flat, in the River Humber, between Yorkshire and Lincolnshire, lies off from the shore of the Marsh, and is over against the W. end of Sunk Island. To find it, bring Patrington Church on with the house on the Sunk, and then a ship will be just upon the flat; and after passing it, the safest channel is on the larboard shore, to avoid the Foul Holm on the N. side of the Humber.

STAINS Bay, is a swamp so named that lies between two cliffs; it is more than half a mile to the southward of Kingdow upon the South Foreland.

STAKE Rock, about half a league to the N. E. from Rat Island in the entrance to Milford Haven on the coast of Pembrokehire in Wales. It is a large rock that appears above water, and is bold round it. Above this rock on the starboard side is Angel Road, where ships may anchor in 4 fathoms at low water; but from this part of the river there is anchorage for 10 miles up in from 13 to 3 fathoms on the ebb.

Port STALIA, on the coast of Cilicia, or N. shore of the Levant Sea, is opposite to the N. coast of Cyprus.

STALIDA, is one of the ports or places on the W. shore of the Archipelago Sea, opposite to the W. end of the Island of Negropont.

STALIMENE Island is a small island of the Archipelago, supposed to belong to the Asian coast, for which see LEMNOS.

STAMBOUL is the name which the Turks give to the city of CONSTANTINOPLE, which see.

STAMFORD or STANDFORTH, is a sand or bank between Leostoffe and the Roads

on the coast of Norfolk, being as it were the first of the sands which make the deeps called Yarmouth Roads, the directions for which are to get Pakefield Church at W. having borrowed of the N. end of the Bernard or Newcomb, which point both together; in case of an ebb tide, either to run in for the shore, or to run off into 11 or 12 fathoms water; and to go by the Stamford, bringing the top of the turret on the clock house over the white house in the middle of the town.

It is to be observed, that the two light-houses of Leostoffe must be brought into one at N. N. W. northerly, to pass in there towards the shore, and that one of these is on a hill to the northward of the town, and the other a small one on the low beach by the sea side. In this direction a ship may run boldly into 3 fathoms, and within a cable's length of the shore; proceeding then to the N. almost close to the beach, a ship will be upon the shoalest part of the Stamford in 2 fathoms or 2 fathoms and a half, when the highest light-house comes at W. by S. and at low water. The tides on this coast do not rise above 6 or 7 feet; and therefore it is best to anchor, if it is low water, in Leostoffe Road, till it is near flood.

STAMPALIA Island is a considerable island of the Archipelago, being 60 miles in circuit. It is probably the same with Stannalia Island to the eastward a little southerly from Nio Island. It is about 20 leagues to the W. of Rhodes, and 12 or 13 from the nearest part of the coast of Natolia in Asia; but it wants fresh water, which almost occasions its being depopulated. The lat. is laid down in 36 deg. 25 min. N. and long. in 26 deg. 55 min. E.

STANCHIO Island anciently called Cos, is an island of the Archipelago in the Mediterranean Sea, about 50 miles from Rhodes, coasting along Natolia, from which it is separated on the E. only by a strait of 2 leagues. It is 25 miles in length and about 19 in breadth, and has a fertile soil, but its air is very unwholesome. The capital is of the same name with the island, and is well built, being situated at the foot of a mountain, and at the bottom of a large bay. Some say, that near the town is a good harbour, and others that there is no harbour, but that ships are obliged to anchor in the open road. It is laid down in lat. 36

deg. 50 min. N. and long. 27 deg. 30 min. E.

STANDFORTH or STANDFORD. See STAMFORD.

STANDIA Island near the N. coast of Candia Island in the Mediterranean, is 4 leagues to the N. N. E. of the city of Candia, and is very high land, so that it may be seen by ships from the westward as soon as they have passed Cape Suda or Sufa. It has 3 convenient havens, of which the westernmost is the worst, and on its W. point is a tower; but the two easternmost are very good harbours, where ships may lie with a fast on shore. About a musquet shot to the eastward of the Island of Standia is a very high rock above water.

STANDING Beacon, is on the E. end of Pan Sand in the River Thames, which with the Knowl Buoy forms a channel, the midway between them being about half a league at S. E. half S. from the Swinging Beacon. This buoy and beacon are about 3 quarters of a mile asunder, in the direction of S. half W. and N. half E. and in mid-channel there is 4 fathoms.

STANNALIA Island in the Archipelago; for which see what has been said under STAMPALIA.

STANTEA Island near Candia. See STANDIA.

STANTIO Island, near the E. or Asiatic shore of the Archipelago, is to the N. W. westerly from the Island of Rhodes, and to the S. W. of the Gulf of Halicarnassus which lies in between two peninsulas, the point of one of them being due N. from this island, and the point of the other at due E. This island has a road, to which ships frequently resort from Cape Solomon at the E. end, of the Island of Candia, or from Cape Cormacci on the N. side of the Island of Cyprus; coming in this latter course through between the Island of Rhodes and Cape Grio on the main, which is the S. W. land of Asia. To sail out northward from the road of this island, go out at the N. W. point, where some wind-mills will be seen; but the point must have a birth of near half a mile, or ships may keep in the mid-channel rather in passing, as there is a shoal on the island side of half a mile, and a rock or two under water with one above on the side next to the main. To the N. of this Island of Stantio are also many rocks and islands, but they are all above water, and

mult

must be left on the starboard side, keeping on at N. W. by N. towards the small Island of Guideronsa, which must also be left on the same side. Between this island and two small islands called Capra and Calimno, is the best channel or passage. The W. end of Samos is 15 leagues distant from Stantio Island at N. W. by N.

STAPLES Rocks, on the coast of Northumberland, lie a mile without the Fern Island at N. E. being a ledge of rocks rather than islands. There is 24 fathoms in depth within half a cable's length of them, and 30 fathoms within a mile; but if ships keep a depth of 38 and 40 fathoms they will pass 4 leagues to the eastward of the Staples. The outermost part of the Staples lies at the distance of 5 miles from the main. On all this part of the coast, the Cheviot Hills will be seen at a good distance within land, and are so exceeding high that they can be seen to the distance of 8 leagues off to sea or more; and therefore they are a good mark for knowing the coast by.

The tide here flows to the southward in the offing, until it is 2 hours or 2 hours and a half ebb by the shore.

STAPPEN, a name for 3 or 4 small islands that lie to the westward of the N. Cape in the Island Maggeroe, or N. part of Lapland. Seamen call them the Mother and Daughters.

STAR Bank, on the S. W. coast of Madagascar Island in the Indian Ocean, is in lat. 25 deg. 0 min. S. and long. 43 deg. 10 min. E.

STARCROSS, on the S. coast of Devon in the English channel, is to the E. of Exmouth, about a mile and a half from the mouth of the River Ex within the bar, where ships ride afloat. There is not more than 6 or 7 feet on the bar at low water.

STAR River, or ESTRELLA, on the W. coast of New Mexico, is about 9 leagues at N. W. from the Island of Cano, another being between at 4 leagues from Cano. See ESTRELLA.

START Point, is a cape that stretches out into the English channel, to the S. westerly from Dartmouth about 5 leagues, the coast between them forming a bay. Ships must take care to avoid a small rock that is half a mile at E. S. E. from the Start; but there is good anchorage under the point at the E. side for westerly winds, between the point and the church on the high land, in 10 or 11 fathoms, when the point bears at S. W. The

haven of Salcomb is about a league to the westward of it. The Ram Head is about 6 leagues to the N. W. as Portland is 16 or 17 leagues from it at E. by N. half N. nearly. Berry Head is about 11 miles from it at N. N. E. half E. This point is in lat. 50 deg. 9 min. N. and long. 3 deg. 51 min. W. and has high water at 10 minutes past 6 on full and change days. The Start is a low ragged point rising from the sea far into the land, and about 2 or 3 miles to the E. S. E. of Praul Point; and may be seen with the hills at Dartmouth to the N. of it by ships in the channel in 45 fathoms, though the fairway up the channel from the Start to Portland and the Isle of Wight is in from 30 to 40 fathoms, according as ships go to the former or the latter. The tide of flood from the westward runs E. S. E. from the Ram Head to the Start, and the ebb in a direction exactly opposite.

START River, a small river so called on the N. coast of France, which lies about a league and a half to the S. W. from a small river called Brest River, and about 2 leagues at N. E. by E. from Dieppe.

STARVE GUTT Bay, in the Island of Jamaica in the West Indies, is on the S. W. side, and to the N. a little westerly from Great Point Pedro, between which is Frenchman's Bay.

STARVE GUTT Point, is the point of the bay of the same name on the S. W. coast of the Island of Jamaica in the West Indies.

STATEN EYLAND, a general name, denoting the island of the States. We shall here take notice of TWO, one of which is in the Frozen Ocean, not far from Muscovy, on which it is a dependent.—There is another in the Eastern or Oriental Ocean, between the Island of Jesso and Yupi in Tartary. There are two others, as of more importance to be noticed, which are the two following.

STATEN Island, is an island about 9 miles to the S. W. from the city of New York on the coast of North America, and on the W. side of the channel up to that city, being about 12 miles long, and 6 miles broad, and having on its S. side or the N. shore of Perth Amboy Bay a considerable tract of good level land. The island is in general rough and the hills high, but pleasant and fruitful. The channel of New York is much contracted by a sand called the W. Bank, to distinguish it from a bank or sand on the E. side

side and called the East Bank. This West Bank or sand, runs out to S. E. and S. from the easternmost point of the island till it comes down to the southward so far as to bear at E. by S. from the S. W. point of the island. The channels of New York and the Narrows are on the E. side; the passage of the Kills is on the N. as Amboy Bay and the mouth of the Raritan River is on the S. and the narrow passage, which separates it from Jersey, called the Sound, is on the E. This island in in lat. 40 deg. 34 min. N. and long. 74 deg. 22 min. W.

STATEN Land, to the eastward of the E. point of the Island of Terra del Fuego, is an island at the extremity of South America, in the South Atlantic Ocean, about 30 miles in length and about 12 in breadth. It is separated from the larger Island of Terra del Fuego by Strait Le Maire. New Year's Harbour is N. a little easterly from the N. E. point of the eastern island, and 3 leagues to the W. of Cape St. John, at the E. end of Staten Island, in lat. 54 deg. 46 min. S. and long. 64 deg. 7 min. W. There are very strong currents round this island, which may be avoided, if ships do not wish to put in at the island to refresh, by keeping at 12 leagues distance from the coast. On the S. side of the most eastern island of the land of Staten, and 4 miles N. of it, there is anchorage in 21 fathoms and a stony bottom, about a mile from the island, when it bears at N. 18 deg. E. to N. 55 deg. W. and when Cape St. John in Staten land bears S. 75 deg. E. at the distance of 4 leagues. This road is sheltered on the S. by Staten Island, and on the N. by this small island, as it is to the W. by the other islands; but it is open to the N. E. and E. and somewhat exposed to N. N. W. winds. This may be avoided by anchoring more to the westward; but in this situation ships will be near the island and may get to sea with any wind. The W. side of the island is about 12 leagues in length, and has apparently several good roads or harbours on the N. side, with some wood and grass. Of the points of this island besides Cape St. John, Cape St. Anthony is the N. W. point, and the S. E. point of the entrance of Strait Le Maire from the N. to the S. W. from which is Middle Cape in the strait, being the S. W. exit of the strait and the most westerly point of land; and to the E. S. E. from

it is Cape Bartholomew, the most southerly point of land, and between them a bay, to the eastward of which cape is a small island not far from the main or principal island.

STAVANGER Sound, on the coast of Norway, lies within the Veet Rock, and goes in between it and the main at N. E. leaving the Rut Rocks on the star-board side. The Veet Rock is a guide for the Stavanger, Tongene's Sound, Doelwick, and Scutenen's Sound. It is 25 leagues to the S. of Bergen, and situated on a peninsula near the fortresses of Doelwick, in lat. 58 deg. 46 min. N. and long. 6 deg. 45 min. E. See VEET.

STAVEREN Cliff, the most projecting land of the E. shore of the Zuyder Zee on the Kriesland coast, and at S. S. W. from Hinlopen. The Creyll Buoy, at the westernmost point of the sand so called, which runs along that coast, and here forms a point, is 4 or 5 miles to the W. of it a little southerly. The town of Staveren which is 16 leagues to the N. of Amsterdam, is ancient, and was heretofore a place of considerable trade, but its harbour is now almost choaked up, and its commerce has found a direction into another channel. It is 5 leagues to the N. E. from Enchuyfen, in lat. 52 deg. 54 min. N. and long. 5 deg. 13 min. E. and it still possesses sufficient remains of its former splendour to make it a considerable city. Its inhabitants also carry on some trade, especially in fishing, and in passage boats over the neighbouring pools and lakes. It is a mark for the channels from buoy to buoy, and to avoid the sands, and is mentioned under the respective heads of CREYLL, FREES PLAT, &c.

STAZIDA Island in the Archipelago Sea in the Mediterranean, one of the numerous small islands of that sea.

STEDEN Point, in the channel of the Sound between Denmark and Sweden into the Baltic, is 5 leagues and a half or 6 leagues at S. W. half S. from Draco buoy. This point bears to the S. W. from the bank called the Brack Ground.

STEEL Point, on the E. coast of Labrador, in the North Atlantic Ocean. See STEYE.

STEENBERGEN, formerly a place of considerable importance, when it was situated by the sea side, had a convenient harbour, about 2 leagues to the N. from Bergen or Berg Op Zoom; but the sea

has now retired from it to the distance of a league, which has entirely reduced it so as scarcely to leave the appearance of a town.

STEEN Clippen's Island in the eastern Indian Ocean. See **CLIPPEN**.

STEEP HOLM, the most southerly of the two Holms in the Bristol channel, of which some notice has been taken under the general name of Holms. See **HOLMS** Islands.

STEEP Point, at the mouth of the River Camaroon on the S. coast of Africa. In coming out of Monombas Hole, a village and river on the S. shore of that river, on coming to this point, ships must keep to the southward into 4 fathoms, and then W. S. W. and if it be a land wind may go out directly to sea; but with a sea wind, it will be necessary to take care of a bank of hard sand, which is very long and shoal at low water, especially near the end up the river that has only 3 feet on it at the ebb. This bank is not more than 2 ships length broad, and has 4 fathoms on each side of it. See **BUFF'S** Island and **CAMAROON**.

STEEPLE Cove, on the S. side of the Isle of Wight, otherwise called **STEEP HILL**, from a cottage at the W. end of Boniface Down, built by the late Hans Stanley, and now the property of Mr. Tollemache. It is on that part of the land called Under Cliff, to the eastward of the Church of St. Lawrence.

STEEPLE Rock, a noted mark for shewing the harbour of Port Desire, on the E. coast of South America, on the South Atlantic Ocean, and on the S. side of the entrance into the harbour. See **Port DESIRE**.

STEFANO Island in the Tuscan Sea, one of the small islands off the coast of Italy at S. easterly from Mount Cercelli, and not far from Ponza; it has no inhabitants, but is of use in furnishing fuel to the inhabitants of Ventotiene Island, which lies to the E. from Ponza.

STEBURG is a town of Sweden in that part which is known by the name of E. Gothland, on the Baltic Sea, having a small and commodious harbour, about 25 miles to the S. of Nycoping, and 82 to the S. W. of Stockholm, being in lat. 58 deg. 16 min. N. and long. 16 deg. 40 min. E.

STEKE is a town of Denmark on the N. side of the Island of Mona, having a strong castle. It is almost surrounded by a lake,

STEMMESHEST on the coast of Norway, is a point on the main land, about 3 leagues at N. N. E. from Boe, and is 36 leagues at N. E. by N. from the N. point of Stadland. It is advised, in coming hither, unless ships are bound for Sudmer or Romdale, to keep without the rocks and islands in the main sea. It is a high point of land, and if it is first made in the direction of N. E. will appear in 2 hummocks. To turn in by this point is the channel that lies at N. E. by E. to Drontheim; and strangers are recommended to take pilots here, as it may be called a river or sound all the way from this point to Drontheim, being within a long reef or range of islands, and an endless number of rocks and every where pilots work.

STENNIS, a village of the Island of Orkney in Scotland, which has a curious bridge or causeway between Kirkwall and Stromness, across a narrow isthmus or neck of land between two lakes. At the end of it are some stones of astonishing magnitude, and 20 feet high; and in the neighbourhood are many large masses of stone, similar to those of Stonehenge near Salisbury in England.

Cape STEPHENS, on the N. W. coast North America, opposite to which is Stuart's Island, is at the S. E. part of Norton Sound, and in lat. 63 deg. 33 min. N. and long. 162 deg. 19 min. W. Cape Denbigh is to the N. E. from this cape.

Cape STEPHENS, on the coast of the Island of New Britain in the eastern Indian Ocean, is to the N. westward from Cape Palliser, and in lat. 3 deg. 55 min. S. having between them a deep bay. It is a sharp point, and the coast turns from it to the S. S. W. on which from 5 to 10 leagues from the cape are the rocks or hills called the Mother and Daughters.

Cape STEPHENS, one of the limits of the Admiralty Islands, off the N. point of the southernmost of the two Islands of New Zealand in the South Pacific Ocean, as Point Jackson, at the distance of 11 leagues from Stephens Island, is the other. Between these is Admiralty Bay within the islands. To the southward of Cape Stephens along the coast on the E. side are some very small islands; on the E. of these there is a depth of 40, 20, and even 11 fathoms, and farther along the coast from 9 to 20 fathoms as far as to the point which forms the N. entrance into the narrow part of Admiralty Bay. This

This cape is also the E. limit or entrance into Blind Bay, probably the Murderer's Bay, mentioned by Tasman, where he lost some of his ship's company, who were here murdered by the natives; and is about 14 or 15 leagues from the W. point of that bay at E. by S. The lat. is 40 deg. 36 min. S. and long. 174 deg. 5 min. E.

ST. STEPHENS Cove, on the larboard side of the entrance to Port Mahon harbour in the Island of Minorca, in a direction nearly W. and to the southward of the fort. The castle of St. Philip's stands on a neck of land which divides the entrance of the harbour from this small creek. Near this cove is the hospital to the garrison; and on that side it has been asserted that supplies might have been thrown into the garrison, near the hospitals at the time of the siege in 1756, when Admiral Byng was tried for neglecting to relieve it, and sentenced to be shot.

ST. STEPHEN'S Island at the mouth of the Kamtschatka Sea, on the N. E. coast of Asia, is in lat. 50 deg. 45 min. N. and long. 179 deg. 30 min. E.

STEPHENS Island, which is about 2 miles across, is about a league and a half to the N. E. from Cape Stephens, to the westward of Endeavour Straits, in New Zealand, and the S. Pacific Ocean, and to westward of Point Jackson. See *Cape STEPHENS*.

STEPHENS Islands in the eastern Indian Ocean, are in lat. 0 deg. 22 min. S. and long. 138 deg. 39 min. E. One of these is about 3 miles long, and the other 6, in the direction of S. E. by E. to N. W. by W. and the passage between them is about 2 miles broad.

Point STEPHENS, on the E. coast of New Holland or New South Wales in the S. Pacific Ocean, is the S. W. point or limit of Port Stephens, as Black Head is to the N. E.

Point STEPHENS, a name sometimes given indifferently to Cape Stephens in New Zealand in the S. Pacific Ocean, for which see *Cape STEPHENS*.

Port STEPHENS, is at E. N. E. from Cape Meredith or the most southerly point of the large island of Falkland in the S. Atlantic Ocean on the westward, having Port Albemarle to the E. of it. See ALBEMARLE.

Port STEPHENS, on the E. coast of New Holland or New S. Wales, and N.

by E. from Port Jackson and Botany Bay, is in lat. 32 deg. 36 min. S. and long. 152 deg. 8 min. E.

STETEN Island, near New York on the coast of North America, the same with Staten. See STATEN.

STETIN or STETTIN, is the metropolis or principal city of Swedish Pomerania in Upper Saxony in Germany, which has a fine castle on the W. side of the Oder. It was formerly one of the Hans Towns, and lies 40 miles from the sea; but ships of good burden can come up to the very walls, and the river is navigable a great way above the town for smaller vessels. It has a good trade, and is very populous, and is so strongly fortified as to be rendered one of the most formidable places in Europe. It is in lat. 53 deg. 35 min. N. and long. 14 deg. 38 min. E.

Port STEVEN, on the coast of Chili in the S. Pacific Ocean, is in lat. 46 deg. 50 min. S. and long. 82 deg. 36 min. W.

STEVENET, otherwise called the Great Stevenet, on the W. coast of France, between which and Corseau is a channel that requires some attention. On approaching it from the northward, take particular care to give a good birth to the Kerkin Rocks, on account of some others that are E. of them and under water, and also to keep off from the Plates, a foul ledge of rocks that runs off from the W. side of the Corseau. As the tide sets very strong on the Corseau, which may be seen by the rippling of the water, those that sail through this channel must accurately calculate the state of the tide, which runs almost thwart over the Ras, and in a calm, in outfalls, an ebb, or a S. W. wind, consequently becomes very dangerous.

STEVERN Rock, amongst the Scilly Islands to the westward of the Land's End of Cornwall, is to the W. of the Island of St. Mary's. In coming round the S. W. point of that island, ships may boldly sail within a quarter of a mile of the Hugh from the Woolpack to the Stevern, which course will keep them clear of Bartholomew Ledge, to the S. S. W. from the Stevern, having on it only 6 feet at low-water, and at the distance of about half a mile. Keeping the high land of Sampson on this rock, is also a mark for avoiding the Spanish Ledge; and, besides, the distance of a quarter of a mile from

from the land of the Hugh, the upper vanes of the windmills in sight, but not the mills, is a sure guide for passing through between the Bartholomew Ledge and the Stevern.

STEWART'S Islands, are a cluster of 5 islands that were discovered in 1791, in the South Pacific Ocean, by Capt. Hunter, to which he gave this name in honour of Admiral Keith Stewart. They are in lat. 8 deg. 26 min. S. and long. 163 deg. 18 min. E.

STEY Point, on the Labrador coast of North America, and on the N. Atlantic Ocean, is about the lat. of 58 deg. N. and 61 deg. 40 min. W. probably the same as Steel Point, being to the N. W. from East Island and Cape Grimington.

STIDWALL Islands, in Traethmawr Bay, on the E. coast of the peninsula of the S. part of Caernarvonshire, and to the N. of Penridwyne Point. There is good anchorage under them, and safe from N. W. and westerly winds, but they are open to the S. Bardsey Island, at the S. extremity of this shire, is to the S.W. from them, being the N. point or limit of Cardigan Bay, at the distance of 3 or 4 leagues; and there is also good anchorage between them, especially in the Bay of Aberdarod, at the entrance of which is a small island called Givilin or Givelin that must be left on the starboard side going in.

Cape STILLO, on the coast of Italy, is on the S. E. coast of the peninsula, and to the N. E. from Cape Spartivento, being a projecting land between that cape and Cape Coloni or the S. W. limit of the Gulf of Tarentum. It is 10 leagues from Cape Spartivento, and 18 leagues from Cape Coloni, in lat. 38 deg. 23 min. N. and long. 17 deg. 7 min. E.

STINKING Islands, on the E. coast of Newfoundland Island in the N. Atlantic Ocean, are in lat. 49 deg. 28 min. N. and long. 52 deg. 50 min. W.

STIRLING, from its situation on the S. side of the River of Forth, may be entitled to a place in this Gazetteer. It is a large town, situated on a hill that rises from the E. and terminates abruptly in a steep rock, on which is an ancient castle, where the Kings of Scotland used frequently to reside. This was the residence of our James the First, or the Sixth of Scotland, during his minority, while under the tuition of the celebrated Buchanan. From the castle is a fine view of

the windings of the Forth, which are so numerous that, though it be only 4 miles from it to Alloa by land, it is 20 miles by water. It is about 30 miles to the W. of Edinburgh, and has considerable manufactures of carpets, shalloons, and other woollen stuffs, being a large and flourishing place, and is so commodiously situated as to command the pass between the N. and S. parts of Scotland. Its lat. is 56 deg. 0 min. N. and long. 4 deg. 59 min. W. See ALLOA.

STIXHOLM, one of the loading places in Idesound on the coast of Sweden in the Baltic, otherwise called the channel of Westerwyck; for which take a pilot at the Island of Oeland.

STOCKHOLM, on the W. shore of the Baltic Sea, is the principal city and capital of Sweden, which is built up on piles in several small islands that lie near to one another. Six of these islands are taken up with the city, together with the southern and northern suburbs; and the island containing the greatest part of the city is inclosed and surrounded by two arms or branches of a river that runs out with great rapidity from the Meller lake. Over each of these branches is a wooden bridge. This place only consisted of 2 or 3 fishermen's cottages about 300 years ago, though it is now supposed to be as populous as Bristol in England, and to contain more than 30,000 inhabitants; therein surpassing all the other more ancient cities of that kingdom. This city is the capital of Sweden, whither most of the commodities of the kingdom, such as iron, copper, and naval stores, are brought for exportation. It has a harbour which is capable of receiving 1000 sail of ships, and has a quay of near an English mile in length, to which ships of the largest burden can come up; and at the extremity of the harbour, several streets rise one above another in the form of an amphitheatre, and the palace, which is a magnificent building, crowns the summit. But this harbour, which is in lat. 59 deg. 20 min. and a half N. and long. 18 deg. 4 min. E. is subject to the inconvenience of being at the distance of 10 miles from the sea, the entrance to which is defended by two forts. We have noted that Landsort which is the high point of an island, makes the W. point of the Leith or channel of Stockholm at the distance of 24 leagues to the N. N. E. from Oeland, but the fair way is at N. by E. and that pilots are here constantly taken to

go up to the city and harbour at this point. The principal entrance to the harbour goes in close by the point of Landisort, between the rock called Kar-waen and the shore, and at the distance of half a league from the shore there is a fair channel. It is needless to attempt a description of this rock, or of any others in this river or channel, which is perhaps the best and yet the most difficult in the world, as the careful mariner will always take a pilot for such an extraordinary place. The Island of Gotland is 28 leagues due S. from this entrance.

STOCKHOLM Island, in St. Bride's Bay on the coast of Pembrokeshire in Wales, is probably another name only in some charts for Schookham. See **SCHOOKHAM**.

STOCKTON, on the Durham shore of the River Tees, which separates that county from the N. Riding of Yorkshire, is about 2 leagues up that river, being a good port and a place of considerable business. The town stands on a point lying out like an island, and the harbour is in a bight to the southward of the town. Pilots may be had at the mouth of the Tees to carry ships up to the harbour, which is difficult to strangers on account of the freshes which sometimes run very strong here. It is high water here on full and change days at a quarter past 5 o'clock. As a proof of its importance, it is required to furnish 73 men, in aid of 20,000 men to be raised for his Majesty's navy from the ports of Great Britain, by a late act of parliament (1795).

STODHART Bay, at the N. W. point nearly of the Island of Jamaica in the W. Indies, is to the E. of Sandy Bay between it and Lucea harbour, at the mouth of a small gut or rivulet.

STOKE, is a village of Suffolk near Nayland, noted here for its church on a hill, the tower of which is 120 feet high, and is a landmark for ships that are passing the mouth of the Orwell, at the distance of 13 miles.

STOKE'S Bay, so named from Alverstoke on the E. N. E. is round the point of Gilkicker, or Fort Monkton, at N. N. W. from Spithead road. There is a sand or bank before it, on which is from 4 to 3 fathoms, in the direction of E. S. E. and W. N. W. being shoalest at the E. end, having 10 fathoms on the S. of it, and 6 fathoms and a half within it on the N. but nearer the shore only 4 fathoms. At

the W. end of the sand, however, the depth is no more than 6 fathoms and at the E. end 7 fathoms and a half. To go into Stoke's Bay from the channel of the Horse and No man's Land Buoys, leave South Sea Castle on Havant wood, which is to the N. E. from Portsmouth, and steer in with the old Castle that is somewhat to the eastward of Stoke's Bay, keeping in somewhat on the starboard side, and so bear in until the windmill on Poitdown comes half a sail's breadth to the westward of the white cliff, and so anchor in the best of the bay in 7 or 8 fathoms. To go clear of a Middle Ground and the Brambles, both of which lie between Spithead and Cowes, steer into this bay until South Sea Castle comes open to the N. of the W. end of Fort Monkton, and run away with it so until the Red House at W. Cowes comes open with E. Cowes Point. From this situation it is about 10 miles, nearly at W. S. W. to Hurst Castle.

STOKE Point, is the easternmost point of Plymouth Sound on the S. coast of Devonshire, about 2 leagues at E. by S. half S. from the Ram Head; and it is also the western limit of Bigbury Bay, as the Bolt Tail is the eastern point.

STONE Bank, about 3 leagues without the Island of Walcheren on the coast of Holland, is a long narrow sand in the direction of N. E. and S. W. There is not more than 2 fathoms upon the middle of it, but 3 fathoms at the N. end. To sail in or out of Flushing by the Bodkils or by the channels of the E. Gat or Land Deep, run about this Stone Bank either to the northward or southward, and when Middleburg comes over Domburg, a ship will be thwart of it; but to go to the northward of it, bring Middleburg half way between Domburg and E. Chapel, and so sail towards the land. If a ship passes to the southward of the Stone Bank, bring W. Chapel at E. S. E. in a black valley of the sand hills, and so sail right in. There is 8 and 10 fathoms within the bank.

STONE Bank, on the coast of Flanders, is the westernmost branch of the third of the Flemish banks, and ends thwart of Dunkirk. It has a hook on the E. end, running almost to nothing to the eastward against Newport or Nieuport. There is 3 or 4 fathoms water on this bank, but 5 and 6 on the E. end.

STONE Bank, on the coast of Essex, is near

near a mile from the Holidays Bank, between which is only 9 feet water; but a ship will pass through in running through Goldermore's Gait-way, until Harwich light comes due N. or Bawdsey church comes nearly on with the W. end of Bawdsey cliff at N. half E. The marks for it are, to bring Pain's Trees, which are a little to the S. of Harwich, open and shut with Harwich Cliff, when a ship may run directly for the bank; or, to keep the trees on the Cock Sand just open of the Naze Land point; or, to keep Harwich steeple on Harwich Beacon Cliff which will carry a ship between the Stone Bank and the land of the Naze, and also between the Pye and the Ridge into the Rolling Ground.

STONE Bay at the E. part of the coast of Kent, is between East Nefs and Broad Stairs, in which we meet with Stone Stairs; all of which are well known to seamen who are accustomed to pass through the Downs.

STONE Island on the E. coast of the Island of Newfoundland, between which and Green Island ships of any burden may pass through a safe channel and a bold shore. Or ships may pass without Stone Island to the westward, and so run out at S. W. until they open the harbour of Bonavista fair in view, and are past a head of land called Moses's Point.

STONE Island is contiguous to Cape Broyle, on the E. coast of Newfoundland, and is one of the 3 Islands which lie off Caplin Bay, between Ferryland Head and Broyle Head. A passage for large ships into the bay lies through between the other 2 islands, which are called Buoy Island and Goose Island; but there is no passage for ships between this island and Cape Broyle on the main, on account of a rock that interrupts the channel, though boats can pass through at pleasure.

STONE Rock on the E. coast of Scotland, is at E. N. E. from the S. point of Sourdiness near the river of Montrose, which is the S. boundary for the entrance of that river. See MONTROSE.

STONEHIVE, a port and harbour in the bottom of a bay on the N. side of Dounefit or Todhead, which bay has anchorage in 9 fathoms when the point bears at S. The harbour has a large stone pier for the defence against the easterly sea, which must be kept on the starboard, and sail close in by it. There is 9 or 10 feet water in the haven at full sea on neap-tides, but 12 or 13 on the spring-tides;

and there are 2 feet more at the outermost part of the pier head. There is a sunken rock lying off the S. shore, which must be kept on the larboard side, not far from the pier head; but if the weather is tolerable a boat may be had to tow a vessel in. Here is also a considerable salmon fishery. It is 14 miles at S. by W. from Aberdeen. They have some trade in oil and dried fish, the former of which is chiefly obtained from the dog-fish that is caught in great quantities on this coast.

STONE Ridge, on the coast of Northumberland, in the German Ocean, is a ledge of rocks which lies on one side of the channel or entrance into the harbour on the S. side of Holy Island, as the ledge called Partner Still is on the other side of the channel. To go in, bring the old church on the island to bear at N. W. and get the soundings of the Stone Ridge, which is the bolder side, and keep close to them, when a ship will have the best of the channel into the harbour. There is a bar before the mouth of this harbour, on which is 9 feet at low water, and 4 fathoms on high water spring tides; and the harbour is defended by a castle situated on a high hill, and a platform of guns. There is a road also where ships may anchor in from 4 to 5 fathoms, having the Castle at the N. E. until the tide serves to carry them into the harbour.

STONES FORT Gutt, in the Island of St. Christopher's or St. Kitt's in the West Indies, on the S. W. side, is to the eastward of Old Road Bay, between that and Bloody Point. It has a fort on a point of land on the W. side.

Seven STONES, a ledge or row of rocks so called, about 7 leagues at W. half S. from the Land's End, and 3 leagues at N. E. from St. Martin's Head in Scilly. They do not appear above water, but they may be discovered by the sea's constantly breaking over them.

STONINGTON Harbour is to the E. of the River Thames on the coast of Connecticut in New England, North America, at N. E. by N. from Fisher's Island, which lies not far from the main to the S. E. of the Thames mouth.

STONO Inlet, on the coast of S. Carolina in North America, is to the southward of the channel of Charles Town, at the N. E. corner of John's Island, which is bounded by Stono River on the westward.

STONE River, the sound or channel so
3 L 2 called

called, on the W. side of St. John's Island on the coast of South Carolina in North America. It runs behind that island in the direction of N. E. from the mouth of the Edisto River, where they both communicate with the ocean along the S. end of John's Island by the channel of the N. Edisto, to the mouth of Ashley River, on the W. side of Charles Town, turning short also by a channel to the S. E. by the N. end of John's Island to the channel called Stono Inlet.

STOPPER, or STUPPERT Point, a headland so called on the W. side of the entrance to Padstow Haven on the N. W. coast of Cornwall.

STORMY Bay of Tasman, near the southern extremity, or South Cape, of New Holland or New South Wales, and on the E. side. There are several small islands and black rocks called the Fryars, from the W. to the E. point of this bay. It is 2 or 3 leagues deep, and the land stretches away from the Fryars at N. by E. for 4 leagues. There is from 20 to 15 fathoms water in shore, and smooth; but round the high bluff point is 10 fathoms and a fine sand, about half a mile from shore, where the rocks appear like lofty fluted pillars. Hence it was called Fluted Cape, and is the S. point or limit of Adventure Bay.

STORNAWAY, is a flourishing town of the island of Lewis, one of the Hebrides or western islands of Scotland. Its harbour is called Loch Stornaway, and is on the E. side of the N. division of the island.

From this port and its dependencies 52 men are required to be sent to his majesty's navy, in aid of 20,000, required by an act of parliament (1795) to be raised in the ports of Great Britain.

STORTELMECK Channel, another name only for Fly Channel, is at the N. E. end of Fly Island, or Vlieland, before the mouth of the Zuyder Zee. To sail into it, bring the beacon at the end of Fly Island and the light-houses together, so as to bear at S. S. E. easterly, and, keeping them so, this direction will come right with the first buoy which lies on the outermost long bank in 5 fathoms. This bank is flat on the N. side, so that a ship in coming from the N. and keeping a depth of 5 or 6 fathoms, will certainly fall in with the outermost buoy. If contrary winds, or any other cause require, ships may run over the end of the Long Bank in 3 fathoms towards the

shore; but not far to the eastward of the second buoy, on account of a point of a small tail of sand that runs right out S. near the buoy a good way to the westward, on which there is only 11 feet water. Ships coming over the end of the Long Bank, on finding deeper water, should take care not to mistake the swatch between the two tails for the Stortelmeck; because, by a mistake of this sort, if the wind is westerly, they will be in great danger, unless they come about and run out as they come in. There will be no fear of missing the buoy in the daytime, in coming from the W. along the N. shore of the Fly Island in from 4 to 5 fathoms; if it is in the night, on a ship's coming near Stortelmeck, bring the light-houses at S. S. E. and run so nearer to the shore, when it will run to the westward of the outermost buoy.

In the channel of Stortelmeck there are seven black buoys and a white one, of which all the former must be left on the larboard side, and the white one on the starboard; and in running along to the southward, leave all the other white buoys, both in Booms Channel, the Jetting, and the Fly Streams, on the same side. In coming out, keep a little off from the shore, as there is a shoal right against the first buoy of the seven.

Of the rest of the buoys of the Stortelmeck, the following account will be necessary. The second buoy, which is called the Outmost Droog Drie, lies in 11 feet; and on the shoalest of the channel S. there is the same depth, but 16 feet a little farther. The third buoy is called Innermost Droog Drie, and lies in 16 feet in the fairway; between both there is 3 fathoms. The fourth buoy is called Heyckhoeck, and between the 3 buoys and this buoy there is 5 fathoms; and over against this buoy lies the white buoy on the strand, and near it is a little tail of a sand from the shore, which ships may borrow upon. In going out to this white buoy, which is the third from without, it stretches N. N. E. and from the fourth to the fifth almost E. The fifth buoy is called the Outmost Corner Buoy; the sixth is the Middlemost Corner Buoy; and the seventh is the Innermost Corner Buoy. Between the fifth and sixth there runs a tail of sand from the shore, which ships may sail over from without, and reaches almost to the buoy, where the stream breaks through the wall, and scours the tail over

over to the N. shore. From the innermost buoy run along by the strand of the Fly Island, or southward of the buoy upon the Plat.

STOUR River, on the southern border of the county of Suffolk, falls into the sea at Harwich, after meeting with the Orwell just at its mouth, an arm of the sea that runs up to Ipswich. It forms the boundary of Suffolk and Essex, nearly in the direction of E. and W. for almost the whole length of the former. See HARWICH.

STOUR, or STOWER, a river of Kent, near the mouth of which the town of Sandwich is situated. See SANDWICH.

STOWER. See STOUR.

STRALSUND, is a free imperial city of Upper Saxony in Germany, being generally fortified, and having an excellent haven, where ships come up into the very town, about 22 leagues to the E. of Wilmar. It is between the Baltic and the lake of Franken on the straits of Gella. Here is no tide, and a strong westerly wind drives back the water so as to leave scarce 3 feet under the entrenchments. The island of Rugen is opposite to it in the Baltic Sea, to the N. E. from Stralsund; and on the S. E. is the passage of Stral Sound, and on its E. Danholm Island. Rugen Island is scarce 2 miles from Stralsund, and the harbour or haven of the latter is between several narrow piers or jetties. It is in lat. 54 deg. 26 min. N. and long. 13 deg. 5 min. E.

STRANGFORD Bay or Haven, on the N. E. part of the coast of Ireland, is 5 miles at N. E. by N. from Arglas. The entrance on the W. side is foul and rocky, and about 4 miles up the harbour on the W. shore is the town of Strangford at the mouth of a great lake called also by the same name, and by others Lough Cone. The N. and S. rocks lie to the E. N. E. about a league and a half from the bay of Strangford. The lat. of Strangford Bay is 54 deg. 17 min. N. and long. 6 deg. 20 min. W. It is high water here on full and change days about half past 10 o'clock.

STRANGFORD Lake, is a large lake, beginning at Strangford in the bay so called, and running from thence to the N. westerly for 17 miles in length and about 5 in breadth. Through this lake the tide flows, so as to cause a strong current both of ebbing and flowing. On the E. coast of this lake, a little above

Strangford, but on the opposite shore, is the town of Port Ferry, being N. N. W. from the mouth of the haven or bay. There is a ledge of rocks in the fairway, which shew themselves at half tide, between which ships must sail through in the mid-channel. Near the E. shore, but somewhat farther, is another shoal of rocks, which, on going into Port Ferry, must be left on the starboard. The lake abounds with excellent fish, particularly smelts, and off the bar, about the month of August, is a periodical herring fishery. It contains 54 islands large and small, but some of them are without names; and 4 of them are called Swan Islands, from the number of swans that frequent them. The burning of kelp in these islands affords a very profitable employment to a great number of people.

STRANRAER, on the coast of Wigtonshire in Scotland, on the S. coast, is a royal borough, and situated on a bay called Loch Ryan, which used formerly to be frequented by the herring shoals; but these, to the great misfortune of the inhabitants, have lately forsaken it. It is a pretty populous and well built town, about 8 miles to the W. of Glenluce, and has a manufacture of linens; and is in lat. 55 deg. 0 min. N. and long. 5 deg. 15 min. W.

From this port 25 men are required to be sent by an act of parliament (1795) to his majesty's navy, in aid of 20,000 to be raised in the several ports of Great Britain.

STRATFORD Point, within Long Island Sound, to the eastward of New York on the coast of North America, runs out from the main to the southward; and S. off from the point is a narrow ridge of sand, stretching in the course of the channel, and lying two-thirds across the sound. By keeping towards the side of the island, which is generally the best of the sound, this may very easily be avoided, as there is a good channel and water enough on either side.

STRATHEY Head, on the N. coast of Scotland, is the W. point of a bay, into which a river of the same name discharges itself from the southward. It is to the eastward northerly from Farr Head.

STRAUMNESS, in Iceland Island in the North Atlantic Ocean, is in lat. 65 deg. 40 min. N. and long. 24 deg. 29 min. W.

STRENELEZEAU Point, is a mark for the Oyler Bank in the bay of St. Malles,

does, at 2 leagues or more to the N. W. of the entrance into the bay of St. Maloes. Late Point, to the eastward of Cape Frehel, on with this point at S. W. by S. shews the direction of this bank, as the Mais de Frehel on with an island under the shore a little beyond it, at S. by W. westerly, will fix a ship right upon it.

STRINGELLO Island, in the Archipelago, is a small island to the W. of Nixia Island, between which are Paros, Antipari, and Spolica, in a direction due W. This is the most westerly of them, between which and Sifanto Island to the W. also there is a space of 3 leagues or more.

STROMA Island, a small island on the coast of Caithness in Scotland, at the N. end of which the Swalchie of Stroma, as it is called, is very dangerous. This consists in an exceedingly high and raging sea, which is occasioned by the meeting of several tides. The billows, in consequence of these opposing currents, are driven very high, and are so covered with white froth as to be very visible to a great distance. The Merry Men of May is at the S. end of the said island, so called from a gentleman's seat called May on the opposite shore of Caithness; being a name given to the waves on account of their extraordinary agitation and dancing motion.

STROMBOLI Island, in the Mediterranean Sea, is one of the islands called by the general name of Lipari in the Tuscan Sea. It is 50 miles to the N. of Messina, and is wholly uninhabited, being properly a burning mountain of an extraordinary height. Some say that there are inhabitants on it, notwithstanding its fires, but care is taken to avoid the proximity of the crater. This seems to be the only volcano that is continually burning; on which account it has been looked upon, for ages past, as the great light-house of these seas. It must be noted, that it is the most northerly of the Lipari Islands. The lat. is 38 deg. 58 min. N. and long. 15 deg. 55 min. E.

STROMNESS, is a town in the island of Orkney, to the northward of Scotland, having a good harbour. It is a well-frequented port, and is about 9 miles to the W. of Kirkwall.

STRONSA Frith, among the Orkney Islands, goes in between the Mulhead and Stronfa, or between the islands of Stronfa, Senada, and Eda. A very strong

tide runs in this frith, especially on spring-tides; and ships, if they come to an anchor here, must have very good cables and anchors, even if there should be no wind. The ground here is also foul, and so strong is the current of the tides as to cause great ripplings and breakers, though there is depth enough of water.

STRONSA Island, is one of the Orkney Islands to the northward of Scotland, situated to the N. E. of that called Mainland.

STROOM Bank, is the easternmost branch of the third of the Flemish Banks, which ends about half way between Ostend and Nieuport.

STRUMBLE Head, in Pembrokeshire, is a projecting point, nearly due W. from the harbour of Newport, at the mouth of Newern River, and to N. N. E. from St. David's Head, being the most projecting point of land on that direction of the coast.

STRUYS Bay, on the S. E. coast of Africa, is a little to the E. of Cape Aguilas or Needles Cape, to the E. from False Bay at the Cape of Good Hope.

STRUYSAERT, on the N. coast of France, is a mark for sailing to the southward of the River Seine, or Havre de Grace, by keeping it well open with Seine Head, which will carry a ship without all the shoals and sands.

STUPPER. See **STOPPER**.

STUART's Island, on the N. W. coast of America in the North Pacific Ocean, is in lat. 63 deg. 35 min. N. and about 6 or 7 leagues in circuit, and about 17 leagues from Cape Denbigh on the main, in the direction of S. 27 deg. W.

STUDLAND Bay, in Dorsetshire, on the English Channel, is to the N. of Handfast Point, between Peverel Point on the S. and Pool Harbour on the N. There is a good road before the town, and this point of Handfast, and consequently the bay, will be known by a hole in the land that may be seen through, and by a high steep rock almost like the Needles at the Isle of Wight a little without it. To ride before Studland, sail about the second point, in which is a hole, in 4 or 5 fathoms, and then go in at W. N. W. towards Studland; there is a valley a little to the southward of it, which must be brought to bear at W. S. W. when a ship may sail towards the shore into 4 or 3 fathoms and a half, which is the best of the road, and from that situation the hole in the aforementioned point will

will be seen. Pilots may always be had here to go to Pool Harbour.

SUAQUEM, or SUAKEN, is a town of Africa situated on the Red Sea, on the African shore, having a well-frequented harbour in a small island. It was once a very flourishing place, but is now gone to decay. It is subject to Turkey, and is in lat. 19 deg. 36 min. N. and long. 36 deg. 5 min. E.

SUBASHY River, in the N. E. part of the Black Sea, the southern point of which is in lat. 43 deg. 38 min. N. and long. 39 deg. 5 min. E. from whence the coast goes away S. E. about 8 miles to a creek, and round the point easterly to Mamai Fort at the bottom of a bay.

SUCCABUS Bay, on the N. E. coast of the island of Jamaica in the West Indies, is to the S. of Galina Point, round to the eastward, in the direction of the coast, which here turns short to the S. On the W. and S. W. parallel to the shore are some high mountains, running also N. and S.

SUCCESS Bay, or GOOD SUCCESS Bay, which see, is about the middle of Strait le Maire, on the western or Terra del Fuego shore. It is seen immediately on entering the N. side of the strait, and its S. head is distinguished by a mark on the land, like a broad road from the sea into the country. It is half a league broad at the entrance, and runs in to the W. for 2 miles and a half, having good anchorage in every part of it from 10 to 7 fathoms, clear ground, and plenty of excellent wood and water. The tides in the bay flow at 4 or 5 o'clock at spring-tides, and rise 5 or 6 feet perpendicular; but the flood runs 2 or 3 hours longer in the strait than in the bay, and the ebb or northerly current runs with near twice the strength of the flood. The lat. of this bay is 54 deg. 50 min. S. and the long. 65 deg. 25 min. W.

SUCCESS Cape, is one of the points of Success Bay in the Strait le Maire, and is in lat. 55 deg. 1 min. S. and long. 65 deg. 27 min. W.

SUCCONDEE, on the W. coast of Africa, is to the westward of Commenda, of which there are two, the Dutch and the English Succondee. The former of these, or the more westerly, is about 10 miles to the eastward of Tackarara, and had a fortification of 20 or 30 pieces of cannon, from 6 to 12 pounders. They trade in gold, ivory, and a few slaves. The latter is only about 300 yards E. of

the other, and has a fine bay for small craft; but it is of little importance in trade, from its being so situated as to be under the command of the Dutch garrison, though the little trade it has is nearly similar to that of the Dutch. From hence it is 5 leagues farther to the Dutch fort of Sharmak.

SUCKLING Cape, on the N. W. coast of North America in the North Pacific Ocean, off which, and the N. E. end of Kaye's Island, is a muddy bottom, with from 43 to 27 fathoms water. The S. W. point of Kaye's Island is in lat. 59 deg. 49 min. N. and long. 143 deg. 2 min. W.

SUDA, or ZUDA, on the N. coast of the island of Candia in the Mediterranean. See ZUDA.

SUDICA Gulf, on the N. coast of Barbary, or S. shore of the Mediterranean Sea, is a small gulf to the westward of Ludra Gulf. Off its N. W. point is a small island, round which, if there is any passage in for ships, it must go in on that part of the bay, the S. E. point having several small islands near it, and being shoal off from it on the W. within the gulf.

SUDMER, on the coast of Norway, the directions for which are to go from Broad Sound, keeping without the islands of Flowack, and going round the northernmost of them called Hossen, and then to go E. by S. 2 or 3 leagues from it, when the island of Godon will be seen on the larboard, where ships should go in to take a pilot for Sudmer.

SUDOREE Island, one of the Ferro Islands in the North Atlantic Ocean. It is remarkable for a dangerous whirlpool near it, which is occasioned by a crater, 61 fathoms deep in the centre, and between 50 and 55 at the sides. The danger at most times is great, but particularly so in storms; for ships are irresistibly drawn into it, and the rudder loses its power, and the waves beat as high as the masts, so that an escape from it may be deemed miraculous. Notwithstanding this hazard, the inhabitants at the reflux and in very still weather, will venture in boats for the sake of fishing. May not some such crater, but on a larger scale, be the occasion of the whirlpool of the Maelfroom, on the coast of Norway, which has hitherto been unaccounted for?

SUEZ, is a town of Africa in Egypt, at the N. end of the W. gulf of the Red Sea, called the Gulf of Suez, having a castle

castle and a harbour. This gulf is separated from the Mediterranean Sea by an isthmus of 125 miles, which joins Asia and Africa. This town is surrounded by a sandy country, and is destitute of water; but it is very much crowded with people at the time when the Turkish galleys arrive, though it is at other times almost deserted. The harbour is too shallow to admit ships of large burden. It is only 65 miles to the E. of Cairo, and is in lat. 30 deg. 2 min. N. and long. 32 deg. 16 min. E. See BERENICE.

Cape SUGAR, in Japan, is the N. point of the island, and in lat. 40 deg. 20 min. N. and long. 140 deg. 20 min. E.

SUGAR Loaf Bay, on the N. E. side of Juan Fernandez Island, in the South Pacific Ocean, about 100 leagues to the W. from the coast of Chili. On this part of the island are also many other bays.

SUGAR Loaf Island, or **SUMMERET-TO**, is one of the three islands at the entrance of the port of Astada, on the W. coast of the island of Madagascar in the Indian Ocean, and was so named from its shape and appearance. A small rocky island is close to it next the main; and there is a passage between the Sugar Loaf Island and the main in 11 fathoms. See **ASTADA**. It is in lat. 13 deg. S. and is 6 or 7 leagues to the N. E. from the harbour of Morigambo.

SUIAC Point, off the W. shore of the river of Bourdeaux, on the W. coast of France, is nearly due N. from the W. end of Margueritte Sand, in the middle of the channel.

SUIVEN Point, on the coast of China, is in lat. 20 deg. 10 min. N. and long. 110 deg. 40 min. E.

SUKADANA, in the island of Borneo in the Eastern Indian Ocean, is in lat. 1 deg. 0 min. S. and long. 110 deg. 40 min. E.

SULLA Island, on the E. side of the island of Celebes in the Eastern Indian Ocean, is in lat. 1 deg. 50 min. S. and long. 124 deg. 0 min. E. It is but a small island in comparison of some others in those seas, though of considerable extent. To the eastward of it is another island of nearly the same extent.

SULLIVAN Island, is a long and narrow island near the coast of South Carolina in North America, to the E. of the harbour of Charles Town, near the W. end of which is a fort of the same name,

which commands the channel to the harbour before the town. There is a narrow channel, but not fit for ships, between the island and the main, and the proper sailing channel is along the S. E. side of this island, at a small distance only, until Charles Town comes open nearly due W. from the S. point of this island.

SULPHUR Island, in the Eastern Indian Ocean, is in lat. 24 deg. 48 min. N. and long. 141 deg. 12 min. E.

SUMA. See **SHUMA**.

SUMANA. See **SAMANA**.

SUMATRA Island, is one of the largest islands of the Indian Ocean, being situated between 5 deg. 33 min. N. and 5 deg. 56 min. of S. lat. and between the long. of 93 deg. and 104 deg. It is evident, therefore, that the equator passes nearly through the middle of it. The length of this island, in the direction of N. W. and S. E. is about 900 miles, but its breadth in general does not much vary from 150 miles. Though it is diversified by high mountains covered with trees, and fruitful plains and rivers, the air is very unwholesome on account of its marshes and periodical rains. The N. parts are very populous, and abound with all the necessaries of life; and gold is sometimes found here in large quantities in some of the rivers and mountains, and it has also mines of silver and other minerals. Though it has neither wheat nor rye, it has vast quantities of barley, honey, wax, sugar, ginger, canes, pepper, oranges, lemons, tamarinds, pomegranates, peplemuses, plantains, mangustrens, pine-apples, and all the fruits common in the Indies. Achen, at the N. W. end of the island, is the capital; but the English have several forts and factories on the island.

SUMATRA Island, in the River Hughly in the East Indies, at the bottom of the Gulf or Bay of Bengal, is an ugly and dangerous island, which lies in the fairway of the channel of the reach so called, because the current sets upon the point and must be carefully shunned. Ships may sail on either side of this island, and some of the pilots have deemed it best to leave it on the W. side, whilst some of the intelligent captains of the East India ships have given the preference to the other side; and the reason assigned for the latter opinion is, that on the eastern side of the main from the point next above the island to the lower end of the Reach,

Reach, it is all along flat off a great way, which makes the channel narrow, and that also lying under this island, and having no where above 3 fathoms and a half to 4 fathoms. Hence it has been concluded, and apparently with good reason, that in coming down the river with an ebb tide, large ships ought to leave this island on the eastern or larboard side, and that, after they have passed the shoal above the island and obtain a sight of it, they should edge over to the starboard or western shore; and to prevent being hoisted on the point of the island, keep the upper point of the little river called John Perdoe's River close on board. See PERDOE or PEDRO.

SUMATRA Reach. See PEDRO and SUMATRA Island.

SUMBROUGH HEAD Island, one of the Sherland Islands, to the northward of Scotland, and the first in coming from the S. between which and Fitfil Head there are three bays; of these the best is Quandle Bay, a little to the eastward of Fitfil Head. A little to the westward of Sumbrough Head is a small bay called West Voe, and about a mile to the westward of the Head is the bay called East Voe. Also to the northward of Sumbrough Head, about 2 leagues, there is a little inlet, containing the two bays of Lewenwick and Sandwick. It is to be observed, moreover, that from Sumbrough Head to Nonnaife the flood runs to the northward, but that the ebb, on the contrary, sets to the northward from Nonnaife to Brassey Sound; and on the other hand that the ebb sets from Nonnaife to Sumbrough Head, and from hence it is manifest that the tides separate at Nonnaife.

SUMMERETTO Island. See SUGAR LOAF Island.

SUNBURY is a sea port of Georgia in North America, having a safe and convenient harbour. Several small islands intervening, partly obstruct a direct view of the ocean, and, interlocking with each other, render the passage out to sea winding, but not difficult. It is 34 miles to the S. from Savannah, and is a very healthy town, being resorted to during the sickly months by the planters from the adjacent places of Midway and Newport.

SUNDA, a general name for several islands that lie in the eastern Indian Ocean, contiguous to or not far from the straits of that name. Sumatra, Java, and

Borneo, are the principal of these islands, and chiefly form those straits.

SUNDA Straits, in coming from the West or Indian Ocean, lie in between the S. E. end of the Island of Sumatra, and the W. end of the Island of Java, nearly due E. and W. but they lie through in the direction of N. E. and S. W. from the falling away of Sumatra Island and the rounding or swelling of Java Island. The course from Bencoolen to the straits is E. S. E. almost to the point of the straits; at the entrance of which both the shores will be visible at the same time, and that of Sumatra will appear very uneven on the larboard, and that of Java will be seen high within land, and low by the sea shore on the starboard. The current in the straits sets 12 hours one way and 12 the other, and is sometimes so strong that it cannot be stemmed even with a fresh gale; but if the wind slackens, and ships cannot hold it through, they may run to either shore for a road, and meet with good anchorage. There is an island off Sumatra which properly forms a strait, and ships that are desirous of anchoring there, must go nearer to the main than to the island on account of a rock that lies at midway between; and this rock will be readily discovered, because it is either above the surface of the water or so near it as always to break the water. Its situation also at W. by N. from the point of Sumatra will direct to it. The headland of Sumatra makes the E. end of the straits.

To come into the straits up the W. or S. W. coast of Java Island, after falling within the great bay of the western coast from the southward, there are 2 islands in the course to the N. the first of which called Trouvers bears at N. W. from the bay, and is distant from the Red Point on the S. side of the bay 44 leagues. The fairway from this bay is under the shore, and the said island is 24 leagues from the second point, the course at W. N. W. a clean coast, and from 20 to 30 fathoms all the way. From this island of Trouvers is 10 leagues at W. by S. to Clapp's Island; and when this last island bears W. S. W. at the distance of 4 leagues, the course will be N. easterly for Java Head, which is the S. W. point of the straits of Sunda. On coming abreast of the Head, ships will open the N. point, and over that point Prince's Island will be seen trending S. W. towards

wards them into the sea, and is at the distance of 4 leagues from its S. end to the N. W. point of Java. Run in and about the N. point which is called the First Point, at E. by N. keeping it close on board at the opening of the straits in from 17 to 22 fathoms and coral ground. When a ship is about the said N. point, a deep bay goes into the S. E. and in the passage between the island and the Second Point, or the W. point of Welcome Bay, is from 25 to 30 fathoms, and no ground in the offing. Bantam is the first port on the E. side on the coast of Java, and Batavia is E. by S. from it.

The Grand Toque Island or Rock is in the E. part of the straits, and there is anchorage at N. by W. from it in 35 fathoms. By keeping pretty close with the islands on the Sumatra shore, and taking advantage of the strong current to the S. W. ships will easily come through from the eastward into the open ocean to the W. of Sumatra. The variation of the compass in the straits in 1768, was scarcely one degree to the westward. The S. entrance of the straits has been laid down in lat. 5 deg. 58 min. S. and long. 103 deg. E. See PRINCE'S Island.

SUNDERBURG, is a town of Denmark in the Island of Alsen, with a castle. The town is situated on a strait called Sunderburg Sound, 12 miles to the E. of Flensburg, in lat. 54 deg. 51 min. N. and long. 10 deg. 0 min. E.

SUNDERDOO, or MELUNDY, is a fortified island and sea port, on the coast of Hindostan in the East Indies, about 10 miles to the N. E. by N. of the Vingorla Rocks.

SUNDERLAND, on the S. bank of the River Were, is about 6 leagues from the mouth of the Tees River to the N. by W. and 9 miles at S. by E. from the mouth of the Tyne, being a well built borough and a sea port. The mouth of the river is indeed so shallow, that ships are obliged to take in their lading in the open road; which sometimes proves a dangerous service to the keelmen or lightermen that bring down the coals. These lighters have neither sail nor rudder, and lie very heavy with their loading; so that in a swelling sea they are soon liable to fill, on coming over the bar into the road, and exposed to great hazard, and are sometimes lost. The ships which come hither are usually smaller than those of the neighbouring ports; but as they

ride in the open sea, they can sail as soon as they get in their loading. It has been known that these ships have cleared, and delivered their cargoes, and returned again, beating back against the wind, before the ships at Shields near the mouth of the Tyne have been able to get over the bar.

If small ships that can go into Sunderland are desirous of doing so, they must beware of the Hendon Rock which lies to the southward of Sunderland Bar, and is very dangerous; but if Whithorn Church, which is about 4 miles to the northward of it is kept open to the eastward of the hummock on the cliff, where there was formerly a beacon, that will direct a ship clear without the rock. On opening the harbour, a beacon will be seen on the N. side, which, to run in, must be left on the starboard side till a ship comes to the second beacon, and so go on to the third beacon, called the Still Beacon. On the S. shore is a stony bank, called the Causeway, so that vessels going up must borrow towards the beacon within two ships length of it, by which the bank will be avoided. Then keep the red house over Dover Cot End, which will bring a ship to the other beacon, that will be on the larboard side, and so sail before the town. It is high water before the mouth of Sunderland River or the Were at 3 o'clock or sooner on full and change days; and it is unfortunate, that great ships cannot go in, as the colleries on the River Were are so numerous. There is but 2 feet at low water on the bar, and but 12 feet at high water. It is in lat. 55 deg. 35 min. N. and long. 1 deg. 37 min. W.

The port of this town has received every possible improvement, and is certainly the next in importance to Newcastle for shipping coals. It has also many glass-houses, and it transports grinding stones and other articles, particularly salt from its numerous salt works, to divers parts of the kingdom. At Bishop's Weremouth, which is very near to it, is a manufactory of sail cloth; and the port is on many accounts to be deemed one of our nurseries for seamen.

SUNDIVA is an island near the bottom of the bay of Bengal, near the mouths of the Ganges, about 4 leagues distant from the main, and off the mouth of the eastern branch of that river. It is about 60 miles in circumference, and serves to shelter

shelter ships from the raging seas, and the winds of the S. W. monsoons; and at this island provisions are plentiful and very cheap.

SUNDJIK. See ANAPA.

SUNK Island in the River Humber, which is the boundary between Lincolnshire and Yorkshire, is nearly in the middle between the two shores, but somewhat nearest to the N. shore. All ships bound up the Humber leave it on that side to starboard, steering about W. N. W. from the buoy of Cly Neß until they come nearly in mid-channel thwart of the middle of the island, or varying the course a little so as to gain that situation. From thence the course up to Whitebooth Road is nearly at N. W. preserving the same offing from the southernmost or larboard shore. This course will leave the Long Middle, which is a long narrow sand in the direction of W. by N. and E. by S. on the starboard side of the channel, in sailing from Cly Neß Buoy, and between the W. end of it and the Burcomb Beacon on the larboard. Having got the length of Sunk Island on the starboard, the course of N. W. will keep clear of Stainborough Flat which lies out from the S. W. shore or shore of the Marsh, and just leave the S. E. end of the bank or sand called Foulholm on the starboard. But ships may borrow a little towards the W. end of the Sunk, so as not to exceed two-thirds over from the S. W. shore, and as soon as Kiningham Church near 2 miles within land comes on with some trees on the shore on a point of land at N. by E. then edge in again more westerly towards the shore, keeping an offing of a mile or half a league from it up to the road. This island is between 2 and 3 miles in length, and near a mile and a half in breadth, but is surrounded by a bank, which at the S. E. end runs away for near a league and a half to within half a mile or little more of the Trinity Sand, which is dry, in the direction of E. S. E.

SUNK Rock, off the Island of Cape Breton, to the S. of the gulf of St. Lawrence in North America, and nearly due E. from Louisbourg about 6 leagues, is in lat. 45 deg. 51 min. N. and long. 59 deg. 29 min. W.

SUNK Sand, in the River Humber, is a long bank which runs out to the E. S. E. from Sunk Island. See SUNK Island.

SUNK Sand, a very small sand so called,

not far from the shore, on the N. coast of Norfolk, directly out from Chapel Light, in turning round towards Lynn Deep. It comes dry at low water, and ships may sail round it either to the eastward or westward.

To sail into the eastern channel towards Lynn, go to the eastward of the Sunk, and bring the wood over the point of Chapel Land at E. and then go in S. S. W. and by little and little more westerly, until a ship is about the point, when the buoys and beacons will become a sufficient direction. On coming about the point, ships may run through by the sand in the N. channel, or sail out by it into the sea, by the buoys and marks; for this channel lies out at N. E. and N. E. by N. and is very well buoyed and beacons.

But to sail in to the westward of the Sunk, run S. by E. along by it, and so on to the first buoy, and from thence along by the beacons into Lynn before the town; and in coming from the eastward ships may run through within the Sunk, along by the Chapel land, at S. by W. unto the first buoy of the channel.

SUNK Sand, at the mouth of the River Thames, is about a league from the Long Sand Head in 6 fathoms at W. N. W. half N. It sometimes comes dry and has 9 fathoms close to it. In turning down the King's Channel, after having left the buoy of the Heaps, ships may stand boldly to the eastward until they shoal on the Sunk in 10 or 11 fathoms. The buoy of the Gunfleet bears from the Sunk Head at W. N. W. about 5 miles; and in the mouth of the channel just within the Gunfleet Buoy and Sunk Head, but near the Sunk, is 15 or 16 fathoms for a small distance. It has been observed, that the tide for the first two hours of flood sets with a prodigious velocity between the Knock, Long Sand, and Sunk, in the direction of W. S. W. or a little more southerly, along by the Long Sand, and that the second part sets over the sands into the lee tide channel, or King's Channel at W. N. W. and the last part regularly at W. or W. half N. and the ebb sets out in like manner in a direction exactly opposite.

SUNWICH Bay, usually called SWANAGE Bay. See SWANAGE.

Lake SUPERIOR, is in the interior or western part of Canada in North America, and is so named as being the highest or most westerly of the 5 principal lakes of

that country; but as our province does not extend to these, this may fully suffice respecting it.

SURAT is a city and port of the East Indies, situated at the mouth of the bay of Cambaya, and the capital of the country so called, on the banks of the River Tapia. It is defended only by a slight wall and some ancient forts. It is 10 miles to the E. of the Indian Sea, and 160 to the N. of Bombay. A great trade is carried on here, and its streets are lined with shops of all sorts of goods. Their artists are very ingenious, especially in inlaying and working in ivory, and the English company's affairs are managed in the new factory by a president and council, which consists of 5 members, one of which is always elected the deputy governor of Bombay and agent of Persia. The president superintends all the company's settlements on the W. and N. of India, and lives in great splendour. It is in lat. 21 deg. 10 min. N. and long. 72 deg. 22 min. E.

SURAT River, another name for the river on which the city of Surat is situated is S. E. by E. from Gogo on the gulf of Cambaya; but if a ship passes along within the shoals, it will then keep a little more E. to Swalley Hole. This river does not open until ships are a good way to the southward of it, as the N. point of the river stretches thwart the mouth of it to the S.W. so as to shut it in; and ships will see the town over the land before they can see the land. Swalley Hole is 4 leagues from this river, and to anchor before Surat, bring the two great trees at S. E. and anchor in 8 fathoms just by the bar. There is only 3 fathoms and a half upon the bar at the best of the tide.

SURATA Island, is on the S. W. coast of the island of Borneo in the Eastern Indian Ocean, not very far from the main island. It is to the N. E. from Billiton Island, and is laid down in lat. 1 deg. 50 min. S. and long. 108 deg. 20 min. E.

SURIMINA, otherwise called **SOROMINY**, is a small river of the E. coast of South America, and to the eastward of the River of Surinam. It is much smaller than that, but is a very convenient navigable channel, having 3 fathoms water in the entrance, and from 4 to 6 fathoms within. The entrance will induce seamen to be cautious, as they will suppose that they are running right ashore,

because a great round point seems to divide the river into two channels. After passing by to the westward of that bluff point, the river will then be seen fair open. It is W. N. W. from hence to the River Surinam.

SURIN Bank, so named from Surin, a village of that name on the N. W. side of the River Bourdeaux on the W. coast of France. It is to the eastward of Tellemont on the same shore, thwart off from which lies the long sand called Tellemont Bank, parallel to the shore, up the river. It seems to be pointed out by a large tower church near the strand, to the W. of which, near 2 leagues, are the windmills of Pilon.

SURINAM River, on the E. coast of South America, is about 15 leagues to the S. E. from Berbice, having a town and colony of the same name with the river. An incredible trade is here carried on both with Europe and the West Indies. The adjoining town of Panamaribo contains some hundred houses; besides which are 7 or 8 inland towns, and all of them very populous. Sugar, cotton, gums, tobacco, coffee, flax, skins, and dye woods, are the produce of this country. Their sugar-mills are turned by wind or water, and some of them by mules which they procure by a smuggling commerce with the Spaniards of the Oroonoko. Their houses are surrounded with piazzas, which are a particular convenience in hot climates. Their most valuable plantations are near the coast, which they enclose with dykes to exclude the water which overflows the woods adjacent, as well as to defend them from the tides which rise to a great height, especially near the vernal and autumnal equinoxes. They are also enclosed and intersected with trenches, having gates to empty them into the river; these are opened on the ebbs for discharging any rain that may have fallen, to prevent inundations. These dykes and trenches are formed by much labour and at a great expence, but the advantages are such as amply repay it; for these trenches are also used as canals, by which the canes are with the utmost convenience carried to the mills. The soil is beyond imagination fertile.

This river, on account of sand banks will not admit vessels which draw more than 20 feet water. At 2 leagues up, the Commanwine River falls into it; and the point of land and the pass of the rivers,

ivers, are here fortified, to prevent ships from sailing farther up. There is a fort about 3 leagues up each of those rivers. The town of Surinam is in lat. 6 deg. 10 min. N. and long. 55 deg. 22 min. W. A great spit of sand runs off from the E. point of the entrance far into the sea, and ships must keep well off until they see fairly into the mouth of the river from the W. point before they stand in for the harbour. Run in by that point, where there will not be more than 2 fathoms at low water, but it is deeper within. In the entrance the river is about 2 leagues wide; and after a ship is in, it is found to divide into several fine streams, all of which are navigable, and run far up into the country several ways. Hence from the conveniences for shipping and the several good harbours, and the considerable degree of trade which this part of the country affords, most ships come hither as to the chief loading place. The best anchorage is under Zelandia Fort.

SURINGIA, is a large trading town of Asia, in the Island of Nippon in Japan. It is the capital of a province of the same name, and has a castle where the emperors formerly resided. Its lat. is 39 deg. 30 min. N. and long. 139 deg. 5 min. E.

SURROY, on the coast of Norway, is 16 leagues at N. E. by E. from Tromsund; and there is a channel into Suyer Sound, leaving Surroy on the larboard side. From the W. end of Surroy, the Huyguen's Rocks are about 5 leagues at W. N. W. and the small island of Jugen about 5 leagues to the eastward of Surroy. Ships may sail in towards the main on either side of the small islands or large rocks that lie between Surroy and Jugen. Suyer Sound is within Surroy. It is in lat. 71 deg. 7 min. N. and long. 23 deg. 3 min. E. See **SUYER**.

SURVILLE Haven, on the coast of France on the E. shore of St. Maloes Bay, is nearly due E. from the N. E. point of the Island of Jersey, at the mouth of a small river. It is between 2 and 3 leagues to the S. E. by S. from Cape Carteret.

SUSA, on the N. coast of Africa, is 22 leagues to the S. S. E. from Cape Cupia, and 5 leagues to W. S. W. from Comegra. It is in the gulf of Mahomet, round the E. point from Cape Bo-

na, and in lat. 35 deg. 53 min. N. and long. 10 deg. 29 min. E.

Cape SUSA, on the N. coast of Candia Island in the Mediterranean, is a projecting point of land, to the W. of Cape Freschia about 2 or 3 leagues, and the same with Suda or Zuda. See **ZUDA**.

SUSAN's Islands, on the W. coast of the peninsula of Malacca, near the eastern shore of the bay or gulf of Bengal, in lat. 10 deg. 40 min. N. and long. 96 deg. 20 min. E.

SUSQUEHANNA River, is a river of North America which rises near the lakes in the country of the Mohawk, in the N. part of the state of New York. It runs to the S. and in its course has several falls or cataracts, which prevent its having any extensive inland navigation, though one of its branches extends nearly to the head of the Ohio, where there is a carrying place for 40 miles, by which communication is formed with that river. It discharges itself into Chesapeak Bay, and changes its name probably above George Town on the E. bank in lat. 39 deg. 30 min. or 40 min. N.

SUTHERLAND Point, is the S. point of the entrance of Botany Bay on the E. coast of New Holland or New South Wales, in the South Pacific Ocean, and is within the bay, in lat. 34 deg. S. When a ship has entered the mouth of the bay, and is almost the length of the rocks on the starboard, this point, on the S. shore, will lie nearly W. about half a league. To the W. of it there lies a bank or shoal.

SUTTON Creek, on the N. side of Dublin Bay on the E. coast of Ireland, is without the bar, and runs up from it to the N. westerly within the peninsula of Hoath, by the side of the N. Bull Sand which comes dry at low water.

SUYER Sound, near the N. part of Norway, is within Surroy and goes in to the northward of the two small islands of Loppen and Loppen Calf, between Loppen and Surroy, and having Loppen on the starboard side. Sher-ver Sound is within this of Suyer, and nearer to the land. To run through Suyer Sound within Surroy, all the islands, except Idlen and Hammerfast, must be left just on the larboard side, and ships may go out again to sea between the N. Cape and the N. Kin.

SUXAR River, on the coast of Spain, and

and on the N. W. shore of the Mediterranean Sea, falls into the Gulf of Valentia, on the S. side of Cape Coulibre, between Valentia to the N. and Denia to the S.

SWAERTWAL Head, a mark for sailing in by the N. channel of the Maes to the Briell. See **BRIELL** or **BRILL**.

Mac SWAIN or **Mac SWIM Bay**, on the W. coast of Ireland, is between Kilbegh Bay and Sr. John's Point, the latter of which is only 2 leagues to the W. from Donegal Harbour. It is a good bay when ships are in, but dangerous at the entrance, on account of several rocks that lie in the passage.

SWALE, East and West, the two channels of the Medway, which form the Island of Sheepey on the S. shore of the River Thames, in the county of Kent.

SWALLEN, the same with Swalley in the Gulf of Cambaya, in the East Indies. See **SWALLEY**.

SWALLEY Hole, in the Gulf of Cambaya, in the East Indies, is a port in which ships load and unload their merchandise for Surat, being about 4 leagues to the N. W. of that city. To go to it from Gogo, keep a little to the eastward of the course from thence to Surat within the shoals. The first mark for this part of the coast is a great broad tree standing at N. E. within the land above Swalley Hole, called by our English seamen the Devil's Tree; and from thence go away S. as far as to another broad tree with a house, called a Pagoda, about a mile to the northward of it. The lat. is 21 deg. 34 min. N. and long. 72 deg. 20 min. E.

SWALLOW Bay, is near the N. E. angle of Egmont Island in the South Pacific Ocean, and one of the Queen Charlotte's Islands. From Cape Byron to the eastern limit of this bay is 7 miles nearly due W. and 10 or 11 to its western limit. To sail into this bay, go in full S. giving a birth to the point which is very rocky. There is from 34 to 40 fathoms on the larboard, and a fine grey sand, but beware of coming too near the shore, where there is a cluster of rocks on the starboard nearer to the bottom of the bay, and 30 and 25 fathoms in sand and mud, and at the very bottom a fresh water river. See **Cape BYRON**.

SWALLOW Harbour, in the straits of Maghellan, is 7 miles due S. from Cape Notch. It is in lat. 53 deg. 29 min. S. and long. 74 deg. 36 min. W. The entrance to it is narrow and rocky, but it is very safe and well sheltered within. The rocks, as they are covered with weeds, may be easily avoided by a good look-out. Plenty of water, and small wood, may be obtained here; and there is good landing every where, the water being always smooth. For provisions, it only affords a few muscels and rock fish. Its surrounding mountains have a most horrid appearance, and the tide rises in this harbour between 4 and 5 feet.

To go in, supposing a ship to be off the N. end of the large island in the harbour, steer S. E. or S. E. by S. so as to have the small islands to the larboard close on board to avoid the rocks on the W. and having thus got the length of the second steer away at S. W. by S. for half a mile and then S. W. or more westerly, as it is meant to anchor. Off the middle of the E. side of the large island is clay in 24 fathoms, but half a mile to the S. of it is muddy ground in 16 fathoms, and a mile farther to the S. W. from that is soft ground in from 20 to 18 fathoms.

SWALLOW Island, in the South Pacific Ocean, is in lat. about 10 deg. 7 min. S. and long. 164 deg. 58 min. E. about the middle of it, being about 20 miles in length from S. W. to N. E. and 8 miles in breadth, and is one of the Queen Charlotte's Islands.

SWALLOW Point, is the E. point of Swallow Bay, on the N. coast of Lord Egmont's Island or New Guernsey; for which see **SWALLOW Bay**.

SWALVEROORT Point, is the S. point of the Island of Oesel in the Baltic. See **OESSEL**.

SWAN Cliff, is a white cliff on the S. E. coast of the Isle of Wight, the same as Culver Cliff. See **CULVER Cliff**.

SWAN HOLM Island, is a small island on the sea shore, about 4 leagues from Doomesnost on the coast of Norway, yet has sufficient space within for ships to sail round it. There is a warden upon it, and ships may anchor under it, either going to the eastward or westward, in 4 or 5 fathoms and clean sandy ground.

SWAN's Island, in the West Indies,

is in lat. 17 deg. 20 min. N. and long. 84 deg. 5 min. W.

Large SWAN's Nest, to the eastward nearly from Cape Southampton, in the entrance to the Welcome Sea, is near the S. E. point of the peninsula, which comes down to the passage from Hudson's Straits to Hudson's Bay. It is in lat. 62 deg. 10 min. N. and long. 83 deg. 30 min. W. and has high water on full and change days at 12 o'clock.

SWANAGE or SUNWICH, on the coast of Dorsetshire in the English Channel, is a small bay to the S. of Studland Point and Bay, to the southward from Pool Harbour. St. Alban's Point or Peverel Point is to the S. of this bay, a little to the eastward of which there lie off some small rocks. This bay of Swanage is a good road for ships that are bound to the westward; and to go into it, coming from the westward, take the soundings of St. Alban's land, and run by Peverel Point in 4 or 5 fathoms at half flood, which will carry a ship clear of the rocks that lie off the point. Having cleared it, edge in by it to the westward towards Swanage. There is a round hummock in the bay a little to the northward of the town; sail in until there is 3 or 4 fathoms water, and anchor in any depth, as it is a good harbour for S. W. winds. From this bay great quantities of the so much noted Purbeck Stone, dug from the quarries not far from the town, are shipped for various purposes of public buildings, and carried to every part of the kingdom, whither heavy goods of any kind can be transported by water. See PURBECK.

SWANBALGH Buoy, in the Zuyder Zee, on the coast of Holland, is N. N. W. from the buoy of the Middle Ground, and lies upon the E. shore in 3 fathoms water. The thwart marks for this buoy are to bring Bolkwaert over a little low house to the southward of Coorenwaert; and in going over between the buoy on the Middle Ground and the Swanbalgh on the E. shore, stand no farther easterly than into 3 fathoms, and then come again into a depth of from 4 to 5 fathoms. In going northward ships may sometimes sail behind the shoals of the Swanbalgh, and, in coming southward they may pass behind the shoals of the Middle Ground; and there will be found on the W. shore 4 fathoms or 3 fathoms

and a half over against this buoy of the Swanbalgh, and good ground to anchor in. The course from this buoy to the buoy upon the Schuyte sand is N. W. northerly.

SWANSEA, is a town of Glamorgan-shire on the coast of Wales, and on the N. shore of the Bristol Channel, and is situated in a bay of the same name, so called from the town, forming an inlet of the land. It is a place of good trade from its advantage of possessing a good harbour at the mouth of the river Tawy, and from the great quantity of coals in its neighbourhood, vast quantities of which are shipped here for various parts of the S. coast of England and to Ireland. It also trades largely to Bristol for groceries and shop goods; and its general business has been much increased lately by the establishment of large works for smelting copper ore, particularly that of Anglesea, and also of lead ore. Many ships have also been built at it, and it is become a place of resort also for sea bathing. It is a league and a half at N. E. by N. from the Mumbles Point, and between them is a deep and sandy bay where ships may ride safe from a W. and N. wind, in from 3 to 5 fathoms water; and it is nearly the same distance at W. by S. from the haven of Neath in the very bight of the bay. It is high water here on full and change days at 6 o'clock, its lat. being 51 deg. 40 min. N. and long. 4 deg. 30 min. W. This port and its dependencies by a late act of parliament (1795) is required to send 85 men as an aid to his majesty's navy for the purpose of raising 20,000 men in the different ports of Great Britain.

SWANSEA or SWANSEY, is a town of New England in North America, situated at the mouth of Providence River. Though a large scattering town it carries on a good trade, and is in lat. 42 deg. 5 min. N. and long. 71 deg. 10 min. W.

SWANSHEET Point, is a mark for avoiding Blyth Sand in the River Thames, lying between Tilbury Hope and the Nore. As this sand lies on the S. shore, the mark is to keep the steeple of Tilbury Church about a sail's breadth open without Swansheet Point, but if it be in the night or hazy weather, run by the lead, and come no nearer than 5 fathoms at low water, or

7 fathoms at high water, on the S. side; which depth will conduct a ship safe to the Nore Head without the sand. If the wind be northerly, keep along the N. shore which is steep, as low as to Hole Haven, and keeping the soundings just mentioned, a ship will come down to the Nore, and may, if agreeable, anchor at the E. end of it. In order to anchor in a situation to keep clear of the sand, bring Pricklewell Steeple a sail's breadth to the eastward of the wood on the N. shore by the water side.

SWEDERO Island, on the coast of Sweden, is in a large bay beyond the high white hill called the Young Kol, by some mistaken for the great point called Koll. In this bay are several small ports and rivers, where ships come to load; but to go into these places within this island, it will be necessary to take a pilot here. The Koll, which makes the E. point of the bay, is at S. W. and S. W. by W. distant 3 leagues.

SWEDES JEOFFER, is a very high rock on the coast of Sweden within the Baltic, which lies in the passage out of the channel of Calmar between the N. end of Oeland and the main. It is very much like the Out-lookers, but much higher; and it may be seen off at sea a great way to the eastward of Oeland, quite over the island, and looks like a hill upon it. But it is not proportioned in compass to its height, and is all clean so that ships may anchor near it in from 18 to 20 fathoms.

SWEEP STAKES Foreland, in the straits of Maghellan, is the point of the western or Second Narrows on the E. side of the strait, being a little more than 4 leagues to the S. W. two-thirds W. from Cape Gregory. Its lat. is 52 deg. 50 min. S. and long. 71 deg. 24 min. W. The tide runs here very rapidly, at 7 miles an hour, and bores come through with weeds that may endanger a ship's drifting.

SWEERS, on the E. coast of Newfoundland, near Cape Bonavista. When a ship in standing in has past Moses's Point, it will be to the S. of the Sweers, which are certain rocks so called, where ships may ride in from 5 to 11 fathoms, but there is no going to the northward of them. In riding under the Sweers, always take care to lie close aboard them, with one anchor out to sea to the S. W.

and a head-fast ashore upon the rocks; or else come to an anchor on the N. W. side, for the westerly winds blow right in upon the road. In general the flood sets here to the northward, and on all this part of the coast, especially farther to the northward.

SWEETNAES, a noted point of Lapland, in the passage to Archangel and the White Sea, is 2 leagues to the S. S. E. from Kletun, being a clean strand and a steep shore. The River Jockena goes in within this point; from which point along the coast in the same direction of S. S. E. it is 12 leagues to Lombascho. If the wind comes at N. E. by E. or S. E. ships may anchor behind Sweetnaes Point, and it is good clean ground from thence to Lombascho all the way. The point of Sweetnaes is in lat. 68 deg. 7 min. N. and long. 39 deg. 49 min. E.

SWILLY Island or Rock, is nearly S. from the S. Cape of New Holland, in lat. 43 deg. 54 min. S. and long. 147 deg. 3 min. E. It is about a league to the W. of the Eddystone Rock; and the Mewstone which is the most southerly, is 5 or 6 leagues from the S. W. Cape, in the direction of S. 55 deg. E. From a ship at anchor in lat. 43 deg. 47 min. S. and long. 147 deg. E. the Swilly bears S. 49 deg. E. the Mewstone at W. half N. the S. W. Cape at N. 74 deg. W. and a round topped hill at N. 17 deg. W.

SWILLY Lough or Lake, near the N. W. part of the coast of Ireland, is W. S. W. about 4 leagues from the islands of Ensterrhull. It is a very famous harbour, and large enough for several hundred sail of ships to ride in deep water, defended from all winds, being 18 or 20 miles in length and above a mile over in most places. It is little frequented indeed, because there is little commerce in these parts, there being no good town near it. To sail in here, take care to avoid the W. side, keeping in close along by the eastern shore. The land about this lough is the highest land of the whole N. coast of Ireland, and therefore will be very easily known by ships that fall in with it when coming from the northward. Sheep's Haven is 4 leagues at W. S. W. from it.

SWILLY Passage, in the Menai Straits between the Island of Anglesea and Caernarvonshire on the coast of Wales.

It lies about the middle, and is shallow and dangerous, so that it can only be passed at the slack of the flood tide; and is a great impediment to the more constant and general use of this navigation of the straits.

Mac SWIM's Bay, on the W. coast of Ireland, near Donegal, has been noticed already under the name of Mac Swain. See *Mac SWAIN*.

SWIN, or KING's Channel, for which see *KING's Channel*.

SWIN Sand, a bank so named in the mouth of the River Thames, from which the name has been transferred to the King's Channel, to which it is contiguous. Ships sailing to Harwich through the channel of the Swin, sometimes go into the Wallet between the Spits, which lies in between the S. W. buoy of the Gunfleet and the buoy on the N. E. end of the Buxey; but as this channel frequently alters, the next passage about 2 miles to the N. eastward, called the New Spits, which goes in to the northward of the next buoy, is more commonly used. That buoy lies in 3 fathoms water.

SWINGING Beacon, is on the W. end of the Pan Sand, in the mouth of the River Thames, about 4 miles at E. half S. from the Spaniard Buoy, having 2 fathoms and 2 fathoms and a half in the course all the way. It lies in 2 fathoms and a half, and the marks for it are to bring Reculver Church at S. by E. half E. and St. Peter's Church on Ledge Point at S. E. half E. From this beacon to mid-channel between the Knowl and Standing Beacon on the E. end of Pan Sand is about half a league at E. half S. and 3 and 4 fathoms all the way.

SWINNA, or Wells of SWINNA, in Pentland Frith on the N. part of Scotland are between it and the Orkneys; and is a name given to certain whirlpools, of which some are on the E. and others on the W. side of an island so called. They are most dangerous in a calm, and though they are capable of swallowing a boat, they may be so far quieted by throwing in a barrel or any other bulky object, as to be passed over with safety. There are others of the same nature about the Island of Tistala.

SWINO or ZINO, on the W. coast of Africa is 6 leagues at S. E. by E. from Bassa, this being one of the negro villages, between which and the other negro village of Battow is a small river,

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only fit for yawls or canoes. This cape will be known by the breakers on the E. side of it, where are some rocks off in the sea, as well under water as above, and by a very high tree just upon the point of the cape. About 2 leagues from the shore there is apparently a current on this coast that is not before met with; and there is good anchorage a league or a league and a half from the shore off the cape. A little to the westward before the town of Battow are 3 or 4 very great rocks, the outermost of which makes like the sail of a ship; these lie out near 2 miles distant from the shore, and from one another. The two rocks by which Cape Swino will be known are half a league to the E. from Battow, are quite under water, and very dangerous; but they are discovered by the breach of the sea upon them, which is seen at more than a league distant to seaward.

SWINO River, goes in within a point, which is black and steep, and 3 leagues to the E. of Cape Swino. On this point is another high tree, and the sea breaks upon the point and comes rolling on with an unusual noise, as if the ground were rocky and uneven, though it is all found to be a clear sand. This river is the largest hereabouts, and has near 2 fathoms water in the entrance or bar, and good anchorage within with a depth of 8 fathoms; and it affords a good harbour to vessels which do not draw above 10 feet water. Very good water may be procured up this river, but it must be purchased. To ride off out to sea, bring the high tree on the Black Point at N. N. E. where there is good ground, and from 18 to 20 fathoms. Citrie is about 3 leagues to the E. of the black point. See *CITRIE*.

SWYN BODEN, is a long ledge of rocks so called, on the coast of Sweden, about 2 miles from the shore and about 3 leagues in length. The shoalest of them is just thwart of Hielme's Flat; but if Ween Island is brought open of the castle of Elfsneur, this direction will carry a ship clear both of these rocks and the Lapsand.

SYBEL Cape, on the W. coast of Ireland, is to the westward from Smeriwick Harbour, and about N. E. by N. from the Island of the Blafques.

SYBURG Nefs is the N. point of the Island of Dageroort in the Baltic, and is 7 leagues at E. N. E. from the W.

3 N

point

point of the Island called, Dageroot. Between these, about midway, a long flat shoal runs out into the sea to the N. W. for at least 5 leagues, but it has from 3 to 7 fathoms upon it, and then deepens until it is lost.

This Ness, which is the N. N. E. point of the island, parts into two smaller points, with a reef from each, and a fair strand between, where there is good anchorage and a clean hard sand in from 4 to 6 fathoms water. There is a very small shoal a little to the westward of the westernmost point, on which is but 2 fathoms. The course from this Ness to Otgenholm Island, is E. by N. 7 leagues, and to Grassholm Island at S. S. E. 4 leagues.

SYDNEY COVE, is a creek or harbour within Port Jackson on the E. coast of New Holland or New South Wales, situated on the S. shore, and is between 5 and 6 miles from the entrance. The two points of it are called Point Hunter and Point Ross, and are a mile and three quarters asunder. The settlement for transported convicts in this cove is in lat. 33 deg. 50 min. S. and long. 151 deg. 28 min. E. The neck of land that forms this cove is mostly covered with wood, and so rocky that it seems extraordinary how the trees could have found sufficient nourishment to bring them to so considerable a magnitude. In other parts of the coast the soil is of various qualities, and the neck of land which divides the S. end of the harbour from the sea is chiefly sand. See *Port JACKSON*.

Cape SYGRE, in the Island of Mytilene in the Archipelago, in lat. 39 deg. 15 min. N. and long. 26 deg. 0 min. E.

SYNAGAGLIA, on the N. E. coast of Italy, is 8 leagues at W. by N. from Ancona. Here is a small river, where vessels of little draught of water may ride; but great ships must ride under the mole head, which is very good, and where they will be well secured.

SYNBORG, is a pleasant town of the Island of Funen in Denmark, having a large and commodious harbour.

SYPOMBA Island on the coast of Brazil in South America, is about 7 leagues to the N. E. from St. John's Island, and N. W. from a range of islands which form the great Bay of Para. To the westward of Sypomba towards St. John's lies Barryeras Vermellias, where there is

a large bay and very good anchorage, as there is also within the island to the eastward of the bay.

SYRACUSE is a famous ancient city and port of the E. coast of the Island of Sicily in the Mediterranean, being the part or division of the Island called Val di Noto. It was the capital of a once flourishing state, but by war and earthquakes is now very much reduced from its ancient condition, though still considerable on account of its harbour. There is a strong but irregular castle at the entry into the port, in which is the celebrated fountain of Arethusa; and at 60 feet in the sea there is seen a large bubbling called the Alphæan River. It is about 24 leagues to the S. from Messina, and is in lat. 37 deg. 4 min. N. and long. 15 deg. 30 min. E.

SYRIAM, on the coast of Pegu, on the E. shore of the Bay of Bengal, is in lat. 16 deg. 0 min. N. and long. 96 deg. 40 min. E.

SZENAN Island, in the Archipelago Sea in the Mediterranean, is a small island on the E. end of the Island of Stannalia, with some smaller islands or rocks on its N. side, and to the N. of Safrania.

T

TAAWIRRY Island, is one of the two small islands within the reef of the Island of Otaheite in the South Pacific Ocean, and on the E. side of the main island. Within these islands there is anchorage within the reef that surrounds them.

TABA, on the W. coast of Africa, is E. N. E. from Growa, behind some trees that appear just beyond a low flat point which runs out into the sea, with a tree on the very pitch of the point, and 2 or 3 rocks close to it on the strand. It is a negro village, and the coast from Growa is good even land, only a little double towards Taba; and there is very good anchorage all along in the fairway, keeping 2 or 3 gun-shot from shore, in from 20 to 22 fathoms. Two little mountains like sugar-loaves will be seen together in the way, on the very edge of the strand, the farthest of them being the highest, to the westward of the low flat point already mentioned. There is good anchorage before Taba, when

when the flat point is at N. E. or N. E. by N. and the rock on the strand at N. E. a ship will then be in the best of the road with from 21 to 22 fathoms and good holding ground. Thabo or Thabo is to the N. E. in a bight, and the fairway of the coast all along is about a league from shore.

TABAGO or TOBAGO Island in the West Indies. See TOBAGO.

TABAGO Island on the W. coast of America, in the Bay of Panama, is about 4 miles in length and 3 in breadth, and is a mountainous place, abounding with fruit trees. It is in lat. 7 deg. 50 min. N. and long. 60 deg. 16 min. W.

TABAQUER or TABARCA Island, on the N. coast of Africa, is nearly due S. from the Island of Sardinia in the Mediterranean Sea, near the mouth of a river, the coast there turning to the W. southerly from Cape Negro to the eastward of it. A small town of the same name lies opposite to it on the main, which divides the coasts of Tunis and Algiers, and is about 17 leagues to the westward of the city of the former name. This island is about 2 miles from the land, and a coral fishery is here carried on by the noble family of Lamellini of Genoa. It is in lat. 36 deg. 36 min. N. and long. 8 deg. 10 min. E. It is usual for ships coming from the northward first to make the Island of Galitta, and, being within sight of that, to steer S. by W. a little westerly hither; because though the place does not lie so much to the westward, there is a current which sets eastward at Tabarca, as it does also at Galitta. Two leagues to the W. of the island is Cape Rosso, and from a ship at anchor under the Island Cape Ferro may be seen at 16 leagues distance to the westward, and Cape Negro to the N. E. at 7 leagues distance. All the coast this way is a fair strand, and very good road for ships to anchor in. There is a strong castle on the N. side of the island to defend the road, and several small towers to protect the corn warehouses erected there; but there runs a ledge of dangerous rocks a little to the northward of them, some under water 3 feet, and others from 10 to 12 feet, which will be discerned by the rippling of the water upon them, and by the breach of the sea in blowing weather, especially with a northerly wind.

The road is to the eastward of these

rocks, and to the E. of the northernmost of those corn houses is good riding almost close to the shore. If a ship comes from seaward, and has the wind at N. E. or N. W. she should run on towards the E. point, and anchor at 3 or 4 ships length to the eastward of the shoal of rocks in 5 fathoms water, and carry a good head-fast ashore. Ships that cannot conveniently make use of their own boat for that purpose, may call on shore or fire a gun, when a pilot will come off to carry a fast ashore, and direct where to place it; and then it will be proper to heave in 2 or 3 ships length farther by the head-fast, so as to be better sheltered from the wind under the lee of the rocks, on which the sea breaks. But particular care must here be taken to have a good cable for a shore-fast, which must also be well served, at least 5 or 6 fathoms next the rock, as well as all that part that is laid about the rock; for it must be observed, that the large river which comes into the sea just behind the island runs so fierce sometimes, especially with a N. W. wind, that a ship can scarcely lie there. When this is the case, a ship may slip her cable, and run into the road behind the rock, where there is good ground, in from 17 to 20 fathoms; and here they may ride in a storm from the W. or W. N. W. but it is insupportable from the N. N. W. or N. and in this last case she must slip again, and run away eastward under the little castle, and there ride in 8 or 9 fathoms with two anchors out, and lying as close to the castle as she can.

This is a place of good resort for ships, and therefore requires these particular directions; though in these cases of extremity the pilots will be very useful in directing ships to shift their roads, and also in assisting with their shallops or Barco Longo's to get up the anchors when the ships have been obliged to slip, and remove from one place to another.

We have not yet noticed a road for smaller vessels on the W. side of the island. This is a good station for such as draw no more than from 9 to 10 feet water, and is between a bank that lies off from the point and the main; this being a good shelter in W. and N. W. winds, and therefore the more valuable, because these are the worst winds for this coast which can blow. There are abundance of rocks right off Tabarca along the coast to the westward, though

most of them are above water ; and there is a depth all along this part of the coast in from 15 to 18 fathoms almost close to the shore, but it is stony and uneven ground and very bad anchoring to the westward. On the other hand, towards Cape Negro, the ground, on the contrary, is clear and sandy, with good shoalings, and not more than from 6 to 10 fathoms except one point only, about a league and a half from the island, which is foul but even ; though if a ship keeps in from 6 to 8 fathoms the ground is good.

This island is rendered considerable for shipping by its belonging to the Genoese, to whom the Moors and Turks are friendly ; and on this account it is perpetually thronged with ships from Spain and Leghorn. Though it is not above half a league in circuit, it has no less than 5 forts on it, besides the castle, under the protection of which ships ride in safety.

TABASCO Island, at the bottom of the Gulf of Campeachy, in the S. W. part of the Gulf of Mexico, is about 12 leagues in length, and 2 leagues and a half in breadth, on which the town of its name is built. This indeed is not very large, though it is considerably enriched by a constant resort of merchants and tradesmen every year about Christmas. This island is formed by the easternmost of the two channels or branches of the River Grijalva, which subdivides about 4 leagues from the sea, and separates this island from the continent or main land. The W. part of the coast is a fair strand, and has good soundings, with a fine hard sand as far as to the River Tabasco, which makes the W. side of the island, as that called St. Peter and St. Paul does the other side. The town of Tabasco is in lat. 17 deg. 40 min. N. and long. 93 deg. 39 min. W.

TABASCO River, not far from its mouth, after a considerable course from the Mountains of Chiapa, receives the western branch of the River Grijalva, which falls into this river not far from the sea, and proceeds directly along the W. coast of the Island of Tabasco to the Gulf of Campeachy. It is about 2 miles broad at its mouth, but it has not above 2 fathoms on the bar at low water, and the tide rises about 9 feet. Though it is the largest river on all the coast of the gulf, from the want of inhabitants it is of very little use ; but there goes a great

sea up the W. shore of the Island of Tabasco, because of the trade winds from the N. E. and E. N. E. which pour in the current round the N. points of the peninsula of Yucatan into this Gulf of Campeachy directly upon the shore at the bottom of it. The surge of the sea, which is very heavy, causes the landing here to be very dangerous, so that the boats are obliged to go to the mouth of the river to come on shore, and even there the sea goes very high upon the bar, when the ebb and the wind meet together. The tide flows up this river only about 4 leagues ; but there is good anchoring in several of the reaches in going up, in from 3 to 5 fathoms at the distance of 6 or 8 leagues from the sea. In the rainy seasons the freshes of this river are also very strong, so as even to check the tide of flood, and supply ships with fresh water a good way without the bar. There are several towns upon this river, and great quantities of cocoa are here shipped annually for Spain in Europe, which brings abundance of vessels and barks to this coast. Chikapeque River is 7 leagues due W. from Tabasco River ; and the shore between is a clean strand, the land low, and overgrown with very high trees. There are several good roads along this part of the coast, being all clear and good shoalings in any depth to 10 or 12 fathoms.

TABATERRA is a negro town on the W. coast of Africa, to the westward of Cape Lehou ; there are many others on the same side from the cape towards the Red Cliffs.

TABEE CANEE, is a trading place or negro town on the W. coast of Africa, near the W. part of the land called the Grain Coast ; from whence the rocks that line the shore to the westward seem to cease all at once, and the land begins to appear low and plain as far as to the River Sestos or Seltors. But there is no good anchor ground upon the coast, being a foul strand, stony at bottom, and very uneven ; though the land is all covered with trees, and is full of the negro inhabitants, so as to produce much trade. Ships that are bound eastward will meet with a bold coast, and may run along under shore in from 23 to 25 fathoms and have good ground there, though it be foul nearer the main.

TABLE Bay, on the W. side of the S. point of Africa nearly, where the fort and town

town are situated, is an open road where the violence of the sea is only broken by a small island, and is a dangerous place for ships in the winter months of that climate, from June to September, in which 25 ships were lost in the year 1722, and 7 in the year 1736. It is capable of containing a large fleet, landlocked from all winds, except the N. W. and has from 3 to 4 fathoms water under the shore, and very good ground. The Cape of Good Hope is seen from this bay, and appears from this side like a hanging island, with a small neck of land joining it to the main between two bays. There are several high mountains upon and near it, those of the Lion's Tail and Table Mountain being particularly remarkable; and from the former of these the S. W. point of the bay is called the Lion's Tail. In this bay ships may anchor in 4 fathoms water when the church bears S. W. quarter S. and Green Point at N. W. quarter W. Another mark for anchoring is, to bring Green Point on the W. point of the bay at N. W. by W. and the church in one with the valley between the Table Mountain, which is over Cape Town, and the Sugar Loaf or Lion's Head, bearing S. W. by S. and distant one mile from the landing place near the fort. Ships have also anchored off the Cape, in this bay, when the W. point of the Bay called the Lion's Tail has been brought on at W. N. W. and the castle at S. W. about half a league distant. This bay by observation is in lat. 34 deg. 2 min. S. and long. 18 deg. 8 min. E. and in 1768 had 19 deg. 30 min. of W. variation. The winds which render it dangerous to ride in Table Bay begin to blow in May, and during that season ships run round the Cape to the E. side of the peninsula into False Bay.

TABLE Cape, on the W. coast of Madagascar Island in the Indian Ocean, is 7 leagues at N. by E. from Balley Head. The land rises here like two long tables, which give name to the point; of these the northernmost is much the largest, and is the most useful sea mark on all the coast. There is a large bank of sand in 7 fathoms about 4 leagues and a half off from the shore to the westward, in lat. 15 deg. 40 min. S. when the Table bears at S. E. by E. and the Island of Maraponi, which is half a league from shore, at S. E. half S.

Cape TABLE, on the E. coast of the northern Island of New Zealand, in the South Pacific Ocean, is 7 leagues to the S. of Poverty Bay, and in lat. 39 deg. 7 min. S. and long. 178 deg. 24 min. E. It is of considerable height, and makes in a sharp angle, with a flat top; when the coast is seen to bear away to S. S. W. At 2 or 3 miles from shore there is from 20 to 30 fathoms, and a chain of rocks betwixt. When this cape bears N. 20 deg. E. at the distance of 4 leagues, the small Island of Portland (so called from its resemblance to Portland Island in the English channel), which is the southernmost land in sight, will bear S. 70 deg. W. at the distance of 11 leagues. Between the Cape and Portland Island the coast forms a deep bay; and from Poverty Bay to Portland is the E. coast of a peninsula, with only a narrow isthmus.

TABLE Island, one of the Seven Islands so named, near East Greenland or Spitzbergen, in lat. 80 deg. 57 min. N. and long. 20 deg. 29 min. E. having 9 deg. 30 min. of westerly variation.

TABLE Island, a small island so called near Immer, one of the New Hebrides in the South Pacific Ocean, having Erroana or Footoona to the E. and Annatom to the S. E. It is in lat. 15 deg. 38 min. S. and long. 167 deg. 7 min. E.

TABLE Mountain, one of the two remarkable hills at the Cape of Good Hope, mentioned under Table Bay. It is so called from its shape, that is flat on the top like a table, and lies about the point within shore to the southward between two rivers, one of which is fresh and the other salt. From the bank of the last river, adventurers climb up the mountain by a cliff, it being inaccessible any other way. It is so high as to be seen off at sea to the distance of 10 leagues; but on the approach of bad weather it cannot be seen at all, being then covered on the upper part with clouds and mists. In clear weather it has been seen near 15 leagues out to sea to the westward.

TABOGA Island in the Bay of Panama, on the S. coast of the isthmus of Darien, and in the Pacific Ocean, is one of the islands in the fairway from Panama to Point Nata or Punta de Chame; being the W. point of the bay. It is high land and very woody, but is not more than a league in circuit and lies in the direction of N. by E. and S. by W. with Port Perico. On its S. S. E. side there

there is a good road and also a creek of good fresh water, a valuable acquisition in so small an island, and convenient to be come at with boats. The ground is good for anchorage, and there is from 12 to 18 fathoms water in the road.

TABOGUILLA Island, or *Little TABOGA*, is smaller than Taboga, and very near it; the channel between them being very narrow, but good, through which ships may pass to Point Chama or Nata. But in going through the channel, they should keep nearest to the larger island, on account of a rocky shoal on the side of Taboguilla, which will be known by the sea breaking upon it, as it is under water. Take care also not to come too near the headland of TABOGA.

TABOYAMANOO Island, a small island belonging to the group or cluster of the Society Islands in the South Pacific Ocean. It is otherwise called SAUNDERS's Island, which is here included, as being subject to Huahine.

TABOROUGH Rock, on the W. coast of Africa, is the point on which Cape Corse, or, as English seamen call it, Cape Coast Castle, is built. It makes from the W. like a hill close to the water's edge, and the rock lies far out into the sea at N. W. by N. There is 8 fathoms just by it, and good riding, under the guns of the castle. The ground on all the coast is a good holding sand, so that there is no fear of the anchors if the cables are good.

TABULA Shoal, on the W. coast of Africa, is to the S. E. from Cape Roxo in the way to Katchee; but the course steered with the flood tide must be a point more southerly, keeping in from 4 to 5 fathoms. When a high tree in the middle of a rough bay, between the Dry and Red Point, bears at N. a ship will be at a shoal which lies off from the bay. See particular directions for proceeding under KATCHEE.

TABURON Point, is the S. W. point of Port Praya Bay in the Island of St. Jago, one of the Cape Verd Islands, in the North Atlantic Ocean, and to the eastward of Port Reybeierra.

TACAMES Bay, on the coast of Peru in South America, but on the N. side of the Equator, in lat. about 1 deg. 6 min. N. is to the N. E. from Point Galera about 3 leagues distant. Here is good watering, and ships may anchor at the entrance under a small rock, where there is a good road and well sheltered,

TACHIFI Point, on the W. coast of New Mexico, is 6 leagues from the town of Pomaro. It is a high point, and reaches up perpendicular next the sea, looking like an island or small headland. The rugged land to the S. E. ends at this point, though that part of the coast admits of some strands or anchoring places, with shelter from the N. W. winds, which are the most boisterous of any on this coast during the summer season. But to the N. W. of the point is plain land, and full of mangroves; and by keeping an offing of about 3 leagues from this point, a parcel of ridges or high land will be seen, and all a champaign country, called Colima, amongst which ridges is a smooth break running up into the land to the N. E. through the farther part of which in clear weather the burning mountain of Colima will be discovered.

TACKARARA, on the W. coast of Africa, is about 4 leagues or something more to the eastward of Boutry, belonging to the Dutch, and about 3 leagues and half to the W. of Succondee.

TACOMATAN, a spot of high and hilly land so called on the W. coast of New Mexico in the N. Pacific Ocean, is 2 leagues to the N. W. of some rocks which lie off from the harbour of Siguantero. The town of Iitapa is before this land close to the sea.

TADOUSSAC, is a small place on the N. bank or shore of the River St. Lawrence in Canada, and at the mouth of the River Saguenay. It is a place of great trade and resort for the wild natives, who bring hither large quantities of furs to exchange for woollen cloths, linen, iron, and brass utensils, ribbands, and other trinkets. It is about 30 leagues to the S. W. from Trinity Point, and has a safe harbour at the mouth of the Saguenay, on the N. E. side, capable of containing 25 men of war to ride in, being perfectly secure from all winds. The mouth of the river on which it stands is defended by an almost inaccessible fort on a rock. The form of the port is round, and on all sides encircled with steep rocks, except at the entry; but this is very easy, and the anchorage is good. A small rivulet which runs into it is very convenient for watering a fleet. To the E. of the northern entrance is a small island called Red Island about one-third of the breadth of the River St. Lawrence from it; and towards

wards the opposite shore of the river is Green Island, with several islands that line the shore to the N. E. almost as far as to be opposite Laval Bay. This port is 30 leagues below Quebec, and is in lat. 48 deg. 0 min. N. and long. 67 deg. 35 min. W.

TAPAHANOC River, is a River of Virginia in North America, more usually called **Tapahanoc**. See **TAPAHANOC**.

TAFTELANO Cape, on the N. W. coast of Africa, about 8 or 9 leagues to the northward of Cape Geer. Ships may run under this cape for E. and N. E. winds, and have good ground and sufficient shelter.

TAFFIA Point is a good haven, after passing the several shoals at the entrance of the River St. John on the W. coast of Africa, to the northward of Cape Mirrick.

TAFFIN Island, on the W. coast of Africa, is to the southward of Guaon Island, and on that part of the coast called **Angra Canjaboda**. On the northward point of it are some cliffs, and the like to the southward; but, by keeping these little islands and the coast at a reasonable distance, ships will pass clear of all danger.

TAGARADO Ponde, or **POMPONE**, is a small place on the W. coast of Africa, where there is a point stretching out a great way into the sea, between **Batterow** and the River **Antem**. It is of little importance, neither can ships ride very well before it, but must run on a little beyond it towards **Secunda**.

TAGISSA or **Tagista**, on the Island of Cyprus, at the eastern part of the Mediterranean, is the S. W. or S. point of **Salinas Bay** on the S. E. side of that island, on which is an old light-house, but not in use. It is about 3 leagues to the S. from the city of **Salinas**. See **SALINAS**.

TAGNAPATNAM, on the coast of Malabar in India, to the N. W. from Cape Comorin, for which see **TEGAPATNAM**.

Sant TAGO or **TIAGO Port**, on the W. coast of New Mexico, is between **Salagua** and the **White Rock**. See **TIAGO** and **SALAGUA**.

TAGOU or **DAJOU**, on the W. coast of Africa, is 5 leagues at E. by N. from **Cormantine**. See **DAJOU**.

TAGU, the same with **TAGOU**. See **DAJOU**.

TAGUS River, now known in Portugal and Spain by the name of **TAJO**, is the largest river of Spain, which rises on the confines of Arragon, descends from the mountains of Molina, and runs S. W. through the midst of New Castile and Estremadura, passing by the cities of **Aranjuez**, **Toledo**, and **Alcantara**. It then crosses Portugal with the same course, and falls into the North Atlantic Ocean, at **Cascais**, after passing through the harbour of **Lisbon**, where it is 3 miles wide, about 8 or 10 miles below that city. See **LISBON**.

TAHOORA or **TAHOOROWA Island**, is one of the smallest of the Sandwich Islands, and lies off from the S. W. part of **Mowee** at the distance of about 3 leagues. It has no wood, and the soil is apparently sandy and barren. The Island of **Morotinne** lies between them. It is also about 4 or 5 leagues from the S. E. point of **Oneeheow**, and is sometimes called **Kahowrowee**; and is in lat. 20 deg. 38 min. N. and long. 156 deg. 33 min. W.

La TAIGNOOZE Island, is a small island on the W. coast of France, lying off the point of **Quiberon**, to the northward of **Belleisle**. **Berneut Bay** is at this point, from whence the coast turns in to the N. and N. E. round the eastern point and forms **Quiberon Bay**.

Cape TAILLAR, on the coast of France in the N. W. part of the Mediterranean, may be deemed the N. E. limit of the Gulf of **Hieres**, being about N. N. E. from the E. end of **Levant Island** or the easternmost of the **Hieres Islands** across the E. end of the gulf.

TAIN Port in Scotland. See **TAYN**.

TAJO. See **TAGUS**.

TAITCHEN, is a city and port of China in Asia, about 260 miles to the S. E. from **Nankin**, being in lat. 29 deg. 12 min. N. and long. 121 deg. 28 min. E.

TALABO Gulf on the coast of the Island of **Corfica** in the Mediterranean, on the S. W. part, is 4 leagues to the N. W. from the Island of **Monaqui**, and is a good place for ships to ride in when the winds blow hard from the N. E. **Monte Rosa** is 6 leagues from it at N. W. by N. and between them is the Gulf of **Ajaccio**.

TALALAMON or **TALAMON**, is a sea port on the coast of **Delli Presidi**, in the duchy of **Tuscany** in Italy, about 5 leagues

5 leagues to the N. of Orbitello. It is situated on a point or peninsula between 2 rivers in a bay to the northward of Orbitello, and at E. by S. from the Island Elba. Its lat. is 42 deg. 30 min. N. and long. 11 deg. 6 min. E.

TALANT Point, is a projecting cape or headland to the westward of W. Looe on the S. coast of Cornwall in the English channel, at a small distance from it. Polparrow, a small creek or fishing village, is near it to the westward; and it is so named from a village at a little distance from the shore.

TALARA. See FARALA.

TALCAGUAMA Cape, on the coast of Chili, on the South Pacific Ocean, is 11 leagues to the N. E. from the Island of St. Mary, being 2 leagues to the northward of Port St. Vincent. This point with the Island of Quiriquina, form the true port or haven of Concepcion, lying in the very mouth of the bay, this point being on the starboard side of the entrance due W. from the island. The harbour or port of the same name lies within the point, at the distance of about 2 leagues.

TALCAGUAMA Port, which is at the distance of 2 leagues within the point of its name, is one of the two good roads in the Bay of Concepcion, where ships may ride in from 3 to 4 fathoms and a half in a soft ooze, mooring at N. and S. bringing two little points of the peninsula to bear at N. by W. on a line from each other, and on a crook called the Three Maids at N. W. In coming to the bay, in which this port is situated, care must be taken to avoid the tail of a shoal that stretches out a quarter of a league at E. S. E. where there is but 3 fathoms water; this will be done, on a ship's drawing near the land on the starboard side, by keeping a small low uneven cape at the end of the bay, open with a little hill of much the same height, lying somewhat farther up the land. So that the Cape of Estera de Talcaguama must be on with the western part of the little hill of Espinosa; and if at the same time the S. point of the Island of Quiriquina be kept in a line with the W. part of the island, these marks will bring a ship exactly to the end of that tail of the sand. Then, drawing near to the houses of Talcaguama, when the Island of Quiriquina is shut behind the point of Herradura, there is anchorage under shelter from the N. wind; but there is a shoal with-

in a cable's length of the shore, so that ships must not come too near to the houses. This is the only place of security while the N. winds prevail; and when a ship is in the harbour, anchor to the N. W. from the Castle, or, which is the same thing, at S. E. from the S. point of the Island Quiriquina, closing it with the outward cape of Talcaguama, or before Irequin. Lie a good quarter of a league from the shore, for fear of the rocks; there is every where convenience for wooding and watering, and even for building ships. Boats go very easily on shore in summer; but in winter the case is very different.

TALGRITH Point, on the E. part of Douarne-nez Bay, on the W. coast of France, is nearly due E. from Point la Chevre, or W. limit of that bay.

TALLOW Point, a mark for anchoring in the harbour of Port Royal, at the entrance into Kingiton Harbour on the S. coast of the Island of Jamaica.

TALMONT is a sea port of France, situated on a peninsula of the Garonne or Gironde about 20 miles to the S. E. of Saintes, in lat. 45 deg. 32 min. N. and long. 55 min. W.

TALOO Harbour, is on the N. side of the Island of Eimeo, in the South Pacific Ocean, and in lat. 17 deg. 30 min. S. and long. 150 deg. W. It is the westernmost of the 2 harbours on that side, and runs in at S. or S. by E. between the hills above 2 miles. It is a secure harbour and has a good bottom, and ships may sail either in or out with the prevailing trade wind; so that the access and recess are equally easy. Several rivulets fall into this harbour, and boats can go up one of them at the head for a quarter of a mile where the water is perfectly fresh. The banks are covered with the pooroo-tree, which makes excellent firing, but is of no value with the natives. There is anchorage close to the head of the inlet in 10 fathoms over a bottom of soft sand, and moored with a hawser fast to the shore; and the passage in the mid-channel is perfectly safe.

TAMAHOC Island, contiguous to the W. coast of the Island of Borneo in the Eastern Indian Ocean, is to the southward of Tamuetan Island, and in lat. about 30 min. N. and long. 108 deg. E.

TAMAN Island, on the N. side to the eastward of the Straits of Kassa, and sometimes called TAMEROF, has on its E. side one of the branches or mouths of Kuban

Kuban River, and is in lat. 45 deg. 20 min. N. and long. 38 deg. 25 min. E. See TAMEROF.

TAMANA on the W. coast of the hither peninsula of India, is a watering-place for ships that frequent the coast. There are many good roads upon it; but in sailing along to the southward it is best to keep an offing of between 2 and 3 leagues, when there will be an even shore and an equal depth of 7 or 8 fathoms all the way from the Island of Choul to the watering-place at Tamana.

Cape TAMAR, the N. W. point or western entrance from the northward into Falkland Sound between the two main islands called Falkland's Islands in the South Atlantic Ocean, is 8 leagues from Cape Dolphin or the eastern entrance into it. See FALKLAND'S ISLANDS.

Cape TAMAR, is the N. W. point of a large bay and harbour on the N. shore of Maghellan Straits, within the cape; of which bay the S. E. point is named Cape Providence. It is in lat. 52 deg. 51 min. S. and long. 75 deg. 40 min. W. There is a large sound to the N. of it, and to the W. of its opening the coast is lined with numerous islands and rocks as far as to the island called Westminster Hall at the W. end of the straits. There are 3 openings into the bay near this cape between the rocks. The most westerly is, to keep the second small island at E. from the cape close on the larboard, and having got within it, to run in midway between the rocks and the larboard shore nearly the length of the round island to the N. E. to which the reef is joined; then hauling the wind to the N. W. and W. anchor in 28 fathoms at an equal distance from the N. and S. shore. The middle channel has from 7 to 13 fathoms; and to go in, keep the forked point of land from N. to N. N. W. till a ship be through, and then veer about as already mentioned. The eastern channel has from 10 to 19 fathoms, and ships may go in the direction of N. N. W. towards the island off the forked point of land just mentioned or more N. When they are through any of these channels, care must be taken to avoid the rocks off the island on the larboard, and come to anchor as above related. One of the places noted for good anchorage on the N. shore of the straits, is, under the E. side of Cape Tamar, and another about 4 miles to the E. of it. This cape bears

from Cape Upright at N. W. half N. distant 6 leagues.

TAMAR River, is a river which runs nearly from N. to S. and for the most part, with but a few partial exceptions, separates the two counties of Devon and Cornwall. It rises within 4 or 5 miles from Hartland Point on the Bristol channel on the N. coast of Devon, and within 2 or 3 miles of the sea on the W. and, after passing Saltash, falls into Hamoaze, which forms the harbour for the royal navy at Plymouth Dock. See SALTASH.

TAMARA, is a town of the Island of Socatra to the eastward of the straits of Babelmandel, not far from the mouth of the Red Sea. It is on the N. coast, and has a port, being in lat. 12 deg. 30 min. N. and long. 52 deg. 25 min. E. and has high water on full and change days at 9 o'clock.

TAMARA Islands, on the W. coast of Africa, are not far from Sierra Leone. They afford all kinds of refreshments, as well as gold and elephant's teeth.

TAMARIKA Island, or TAMERICA, on the coast of Brazil in South America, is to the northward of Pernambuco, and is about 8 leagues in length. It lies in lat. 7 deg. 56 min. S. and long. 35 deg. 5 min. W. and about 2 miles to the N. of Pornovello; it abounds with fresh water, and has also a harbour. The Island of Magioppe is up the river of that name. Small ships may run within the islands from Guiana River to Tamarika, as the channel is deeper that way than towards Guiryo River, having 2 fathoms as far as to the S. of this island, when the depth again increases to 3, 4, and 5 fathoms so as to afford a good road for ships of burden. On the N. of the island is the fort of Koffervoren. Within the island there are abundance of small rivers and openings, but none of any considerable importance. The entrance at the N. end of the island is so narrow, that vessels going in that way are obliged to come close under the cannon of the fort, the channel not being half a mile wide; this contraction is occasioned by a spit of sand that runs off from the opposite point. To the S. of this island the shore is covered with shoals of sand and some ledges of rocks; but there is a channel within those sands between them and the main, which is half a league wide, though it has not more than 9 feet in some places, and in others

it shoals to 5 feet and a half and 6 feet. If ships use this part of the harbour, they must, on leaving it, run out to sea at N. E. by E. until they get clear without the sands; this may be known by the depth of water, which will then be from 7 to 9 fathoms, and then they may bear away due S. without all the sands for 8 leagues, when they will come to the height of the Receif, or the entrance to Pernambuco River.

TAMARIN Island, or **SAMBOURICOU**, in the Eastern Indian Ocean, is 4 leagues to the N. of Cracotoa Island in the entrance of Sunda Straits. See **SAMBOURICOU**.

TAMARINDES Bay, on the W. coast of the Island of Mauritius, or Island of France, in the Indian Ocean, towards the S. part. Point Belleisle is to the northward, and Cape Brabant to the southward, which is the S. W. cape or point of the island.

TAMAROAS or **TAMAROS** Island is a large island of Florida in N. America, can scarcely be entitled to a place here, as it lies about 25 leagues above the Ohio; and there is an Indian nation opposite to it on the Continent of the same name.

TAMBILIO Rock, in the bay near Cape Remate on the coast of Peru in the South Pacific Ocean, is small but bold, and ships may run on either side of it, within or without, as it is clean and deep all round, and being visible is not dangerous.

TAMBO Land, on the coast of Peru, in the South Pacific Ocean, extends about 3 leagues from Cape Remate to Playa de los Perdices, or the Partridge Strand, about 3 leagues. There is good clean anchoring ground upon this strand under a row of high ridgy and sandy hills, one of which lying to the northward is higher than the rest. Those hills, on coming from the seaward to this coast, resemble a covey of partridges just rising; and this appearance gave the name to the coast.

TAMER Bay, on the N. shore of Maghellan Straits. See **TAMAR** Cape.

TAMER Cape. See **Cape TAMAR**.

TAMERICA. See **TAMARIKA**.

TAMEROP Island, in the sea of Azoph, to the N. of the Black Sea, otherwise called **TAMAN**, is on the E. side of the Straits of Kassa. The W. side of this island forms the whole E. shore of the Straits of Kassa, and the island is form-

ed by several mouths of the River Kuban. See **TAMAN** Island.

TAMMATA-PAPPA, a low island of the North Pacific Ocean, said to be near the Sandwich Islands; and also some others have been said by the natives of the islands already known to Europeans, to lie both to the eastward and westward.

TAMOU Island, one of small islets which form a part of the reef on the E. side of Ulietea Island in the South Pacific Ocean, being one of the islands called Society Islands. There is a channel within the reef between them of about a quarter of a mile in breadth. The other island is called Oporuru.

TAMYRACES Sinus, a name for the sea or gulf of Ackhmetchid, on the W. coast of the peninsula of the Crimea in the Black Sea, going up to Precop.

TAMUETAN Island, a small island near the W. coast of the Island of Borneo in the Eastern Indian Ocean, in lat. 1 deg. N. and long. 103 deg. E.

TANASSERIN Bay, on the W. coast of the peninsula of Malacca, is in lat. 12 deg. 6 min. N. and long. 98 deg. 48 min. E. See **TENASSERIM**.

TANBANTY Bay, on the coast of Brazil, is one of the places between Point Negro and Point Luena. It is a good road, though there is no harbour, as the riding is rendered safe by the sands which lie off within a league of the shore.

TANCROWAL, is a good town of Africa, situated on the River Gambia, where there is a factory belonging to the African company of England. It is 35 miles above James's fort; and the town is divided into two parts, one of which is for the Portuguese, and the other for the Mundingos. It is a place of great resort, and the richest town on the whole river.

TANDAYA Island, is one of the most easterly of the Philippine Islands in Asia, which is also distinguished by the name of Philippina as being the island that was first discovered. It is about 130 leagues in compass, is separated from Manilla by a narrow strait, having on its N. coast a volcano that throws out fire and flames, and lies between the lat. of 12 deg. 27 min. and 14 deg. 30 min. N. and in long. 125 deg. E.

TANDOXIMA Island in Japan, in the N. Pacific Ocean, is in lat. 30 deg. 30 min. N. and long. 130 deg. 40 min. E.

TANELA

TANELA or **TONELA**, a tract of shore on the W. coast of Mexico on the North Pacific Ocean, commencing near the Sugar-Loaf Hill about 2 leagues within the land, bearing N. E. and S. W. with the burning mountain of Lacatecolula, about 6 leagues up the River Limpa. Some call it the coast of San Salvador or St. Saviour, being high land next the sea; and at 4 leagues to the westward of this burning mountain of St. Saviour is a hill near the coast called Bernal, where the high land of Tanela terminates.

TANGATABOO, or **TONGATABOO** Island in the South Pacific Ocean, for which see **TONGATABOO**.

TANGIER, anciently called **TINCIS**, is a port of Morocco in the kingdom of Fez in Africa, and lying on the starboard side of the entrance into the straits of Gibraltar from the westward. It is now only a poor fishing town, being in lat. 35 deg. 49 min. N. and long. 5 deg. 50 min. W. On coming into the straits a ship must make the W. point of the bay of Tangier, on which is an old high built, but half demolished castle, and beyond it upon the hills which are very high are the ruins of an old watch-tower. There is another partly demolished watch-tower also to the eastward of Tangier. By these marks Tangier will be known at any distance to which it can be seen. To anchor in Tangier Bay, bring the castle which is at the N. W. corner over the N. wall of Tangier, and Cape Malabata, which is the E. point of the bay, at N. E. and then a ship will be in the best of the road, in from 9 to 30 fathoms at high water. Ships will be safe in this bay from an E. and S. E. wind, as also from a S. and S. W. wind. See also what has been said under Cape SPARTHEL. It is 7 leagues due E. from Tangier to Ceuta. For the tides and currents of the straits in general, see GIBRALTAR Straits.

TANGOLA Island in the North Pacific Ocean, and on the W. coast of New Mexico, is about 20 leagues to the westward of Guatimala, and affords good anchorage and plenty of wood and water. It is probably the same as **TANGOLATANGO**.

TANGOLATANGO Island, is a small round mountainous island about a league to the eastward of the harbour of Guatimalco, and is the mark for knowing that port from the sea, because it is closed up

and cannot be seen from seaward. See **GUATULCO**.

TANGUEY or **TONGUEY** on the coast of Chili in the South Pacific Ocean, on the W. coast of South America, is 10 leagues from Limari, and in lat. 30 deg. 30 min. S. See **LONGUEY**.

TANJONG Cape, on the W. coast of Borneo, in the Eastern Indian Ocean, is nearly due E. from the island of Anamba, in lat. about 3 deg. 20 min. N. and long. 108 deg. 20 min. E. The coast of the island from thence on the N. side falls away almost E. and then N. E. so as to form a large and spacious bay; and on the other hand at S. half W. or thereabouts.

TANNA Island is a considerable island of the South Pacific Ocean, and one of the group called New Hebrides, at the distance of 6 leagues from the S. side of Erromango Island, and is about 24 miles in length from S. E. by S. to N. W. by N. and about 10 or 12 miles in breadth. Resolution Bay is in this island on the N. side of the E. point; and to go into it, ships may steer at S. S. W. and to avoid some sunken rocks, keep about one-third of the channel over from the W. point. There is anchorage in 4 fathoms just within the entrance, if the wind fails; and in such a case, ships may warp, by keeping nearly in mid-channel, almost to the bottom of the bay. Near this part plenty of wood and water may be procured. The port is only a small creek of about three quarters of a mile in depth, and half as much in breadth, and a shoal of sand and rocks that lies on the E. side makes it still narrower. The depth is from 3 to 6 fathoms, and the bottom sand and mud, even close to the shore. It is high water here on full and change days about a quarter before 6, and the tide rises and falls 3 feet. See **PORT RESOLUTION**. The island is in lat. 19 deg. 32 min. S. and long. 169 deg. 41 min. E.

TANNEBAY, on the N. coast of Lapland, is 11 leagues at E. S. E. from the North Kin, and 22 leagues nearly in the same direction from the N. Cape. It is the mouth of a large deep river of 2 leagues broad, and goes in at first S. and then divides into 2 or 3 branches, the main river turning more to the westward. To go in here, take a fisherman at Ome-ga for a pilot. Matkorf Point is a little to the eastward of Tannebay; but Ward-hays

huys is the next place of any note, which is distant 16 leagues at S. E. by E. or S. E. There is a high hummock like a castle on the high land between, somewhat nearest to Wardhuys, which is a sufficient mark to distinguish the coast by.

TANORE is a sea port of the peninsula of Hindostan, on the coast of Malabar, in lat. 10 deg. 55 min. N. and long. 75 deg. 50 min. E.

TAONEROA Bay, or LONG SAND, is on the E. coast of the northern Island of New Zealand in the South Pacific Ocean, and in lat. 38 deg. 42 min. S. and long. 178 deg. 24 min. E. It is in the form of a horse-shoe, and is known by an island lying close under the N. E. point. The other point of the bay is about 2 leagues at S. W. by W. from it. The depth of water in the bay is from 12 to 5 fathoms with a sandy bottom and good anchorage, but it is open to the wind between the S. and E. In fine weather boats can go in and out of the river at any time of tide; but there is a bar at the entrance which prevents boats from passing over in a high sea, though the N. E. side of the river is the best part to attempt it. The shore of this bay a little within the entrance is a low and flat sand. Young Nick's Head is the S. W. point of the bay.

TAOO Island is the most southerly of those called Friendly Islands in the South Pacific Ocean, being about 10 leagues in circuit, and so high that it can be seen to the distance of 12 leagues. On its N. W. side is good anchorage, and water, though scarce and brackish near the shore, is obtained from several springs inland, and from a small stream that reaches the sea when the springs are full. On this side of the island is a beautiful landscape; but the S. E. side rises very unequally and immediately from the sea.

TAORMINA is a sea port of the Island of Sicily in the Mediterranean Sea, situated on a rock in the Val di Demona, about 30 leagues to the South of Messina.

TAOUKA Island in the South Pacific Ocean, is in lat. 14 deg. 30 min. S. and long. 145 deg. 9 min. W. being one of the Society Islands so named.

TAPAHOOC River in Virginia, is a pretty large river which falls into the Chesapeake from the N. W. between the Patowmack on the N. and York River on the S.

TAPERICA Island. See ALL SAINTS.

TAPARY, or Barra de TAPARY, is a channel of the Gulf of Maranhao on the coast of Brazil in South America, on the E. side of the Island of Maranhao, and goes up a little bay or road called Estreza or the Streight of Tapyroza. On the E. shore of this channel is Santa Maria with a fort of the same name. See MARANHÃO.

TAPOAMANOA Island, or SAUNDERS'S Island, is one of the Society Islands in the South Pacific Ocean, and the same with TAPOAMANO, already noticed.

TAPTY River, is a river of India, which falls into the Gulf of Cambaya, about 20 miles below Surat.

TARAGONA, on the coast of Spain in the N. W. part of the Mediterranean, is W. by S. from Barcelona, about 15 leagues, and at N. by E. from Point Salo about 2 or 3 leagues distant. There is anchorage before it on the E. in 6 and 7 fathoms; and to the S. in 7 and 8 fathoms near the mouth of a small river. It is commodiously situated, and its harbour for small ships is safe, being situated between the rivers of Gaya and Francoli; and is in lat. 41 deg. 8 min. N. and long. 1 deg. 18 min. E.

TARALLON Islands, are a cluster of islands so called, in the Eastern Indian Ocean, to the northward of Aguigan and Saypan, two of the Ladrone Islands, extending from lat. 15 deg. to 15 deg. and a half N.

TARAN, within the harbour of Leap, on the S. W. coast of Spain, near Portugal, is to the eastward from Cape St. Vincent towards Guadalquivir River. In going in by the bar to the eastward of the great island, ships may afterwards turn in to the westward towards Taran, and so up to Leap; and some ships also go in by Taran. But as these bars are of a shifting nature, a pilot will be necessary.

TARANIE Harbour, is on the coast of New Hampshire in New England, North America, in lat. 44 deg. 15 min. N. and long. 69 deg. 8 min. W. off which are several small islands or rocks; and from thence the coast turns N. into a deep, irregular bay, having various lesser bays or coves at its bottom and on its W. side some small islands.

TARANTO Gulf, at the extreme S. E. part of Italy, is a spacious inlet of the Mediterranean Sea, bounded by Cape St. Mary to the N. N. E. and Cape Coloni to the S. S. W. at the distance of 34 leagues. It is 30 leagues from the latter

to Tàranto or Tarentum at the bottom of the gulf at N. N. W. in the most northerly bight of the gulf, and is 15 leagues to the W. of the city of Otranto, being in lat. 40 deg. 40 min. N. and long. 17 deg. 36 min. E. It is a strong and populous place, situated on a peninsula, and defended by a Castle; but its harbour is choaked up, which has greatly injured it. The tarantula spiders take their name from this place, whose bite is said to be only cured by dancing.

TARAPACHA Morro or Headland, called improperly by English Seamen, **CARAPOUCHA**, on the W. coast of South America, in Peru, and on the South Pacific Ocean, from whence to Africa is 25 leagues at N. N. W. See **CARAPOUCHA**.

TARASCON, on the S. coast of France, and on the N. part of the Mediterranean, is in lat. 43 deg. 48 min. N. and long. 4 deg. 40 min. E.

TARATURA Bay or River, on the N. coast of South America, round Cape Seco to the N. W. and to the westward of the point of Taratura runs off a great shelf right out into the sea, beyond which farther to the W. N. W. is Cape Romano, the most remarkable cape of land on all the coast.

TARBAT Nefs, in Scotland, on the N. E. part of the coast, is about 4 leagues at N. E. by N. from the mouth of Cromartie, being all a bold shore. There are some rocks about half a mile from the shore called the Three Kings, but they are above water, and may be seen by ships passing along, so as to be easily avoided. In the same course of N. E. by N. it is 12 leagues to Dungby Head, being the northernmost land of Scotland. Near Tarbat Nefs is a harbour called Tayn, for which pilots must be taken at the Nefs; but there is a Deep round the nefs where ships may anchor in security against all winds but those from the eastward. The harbour of Tayn has a bar, on which is but 6 feet at low water, and is 5 miles W. from the point of Tarbat, which point is in lat. 57 deg. 50 min. N. and long. 3 deg. 41 min. W.

TARINSKA Bay, is one of the 3 harbours in the gulf or Bay of Awatka, on the N. E. coast of Asia. Of the importance of Awatka, mention has been already made, as the only port in this part of the world that is capable of admitting ships of any burden. The har-

bour of Tarinska is in the S. W. part of the large bay, and is spacious and good, but perhaps difficult to come into and to get out of. But that of St. Peter and St. Paul supercedes the necessity of making any attempt of the kind.

TARGA, is a town of the N. W. coast of Africa, situated on the sea coast, and has a castle built upon a rock. There is a very plentiful fishery near it, and it is surrounded by mountains and thick forests, though seated in a plain; but this is considered as desert, yet has good wells and fine pastures. The town is in lat. 35 deg. 20 min. N. and long. 4 deg. 56 min. W.

TARIFFA Bay, is to the westward of the point or Cape of land of that name which bounds the narrow part of the entrance on the W. of the straits of Gibraltar, and forms a kind of basin to the N. W. and W. to Cape Marinal. There is anchorage on the W. side of the point or cape of Tariffa in from 7 to 10 fathoms, and nearer the cape only 3 fathoms; and also on the N. shore, off the small harbour or Bay of Bologna to the E. of Cape Marinal, in from 6 to 9 fathoms. This bay, excepting close round the small points of the shore, is clear within the limits of the bay; but care must be taken of a shoal rocky bank that lies out from Cape Tariffa at W. by S. for 2 leagues or 2 leagues and a half into the sea, on which there is only from 3 to 10 feet water. In blowing weather, it will be discovered by the breach of the sea. Ships that are well acquainted will sometimes enter the narrow part of the straits by the Spanish shore, and keep close to the Island of Tariffa between it and the foul grounds which lie off the island, or stand out far enough to go round to the westward of them; but strangers and vessels passing in the night more usually put off towards the Barbary shore, because on that side the coast is all clear.

TARIFFA Cape, the southernmost land of Spain, and N. limit of the narrow entrance from the W. of the straits of Gibraltar. There is anchorage on the E. side of the island which forms it in from 7 to 20 fathoms and pretty near the shore.

TARIFFA Island, off the point of the land so named on the Spanish shore, forms the narrowest part of the W. entrance of the Straits of Gibraltar, and is about 5 leagues

leagues at W. S. W. southerly from Cape Cabrita or Carnero at the W. point of Gibraltar Bay; between them is a bay, with a light-house on shore about the middle of it, against which is 12 fathoms water at a convenient distance from shore, and the strand is all the way clear and nothing dangerous but what is visible. The town is but a poor place, but is seated on an eminence in lat. 36 deg. 0 min. N. and long. 5 deg. 40 min. W.

TARNON or **CARNON** Point, on the W. shore of the gulf of Siam in the Eastern Indian Ocean, or the E. coast of the peninsula of Malacca in the East Indies; from whence to the bight of Juffe is 32 leagues N. and N. by W. There are some islands near the point, but ships may run either without or withip the islands; and from the innermost of them the course lies right into the Peppy road in the bay of Siam.

TARPAULIN Cove, one of the smaller bays of the coast of New England in North America, and one of the bays of Martha's Vineyard Island.

TARRAGONA. See **TARAGONA**.

Bay TARTANE, in the island of Martinico in the West Indies, is a small bay near the N. E. part of the island, between Caravelle Point on the N. and Point la Chaux on the S.

TARVE, or **WHEAT** Sand, a bank or sand within the channel of the Maes on the coast of Holland. See **MAES**.

TASSA CORDA, on the S. W. side of Palma Island, one of the Canaries in the North Atlantic Ocean, is a loading place for ships. It is now called **TASACORTA**, and is in lat. 28 deg. 38 min. N. and long. 17 deg. 58 min. W.

TASSING Island, is an island of Denmark, situated between those of Finonia, Langeland, and Arroe, being separated from the former only by a narrow canal.

TASSIO, **TASSO**, or **THASSUS** Island, in the Archipelago Sea, in the Mediterranean, is about 40 miles in compass, and lies near the coast of Romania, its capital of the same name having a good harbour and several castles. It is in lat. 40 deg. 37 min. N. and long. 25 deg. 12 min. E.

TATAMAGANABOU, on the coast of Nova Scotia in North America, is 25 leagues to the westward beyond Canfo Gut, and 14 leagues the other way east-

ward from Green Bay or Bay Verte, within the sound of St. John's Island, and is a very good road for vessels.

TATAMAGASHE Bay, the same with **TATAMAGANABOU**.

TATAMAGAUCHE, is another name which has been given to the same bay, being a very good harbour. See **TATAMAGANABOU**.

TATEPOIS Point, is on the S. side of the island of Guernsey, about 2 miles to the S. of which is the Lionsess Rock.

TATNAM Cape, the eastern point of Haye's River, on the S. W. coast of the middle part of Hudson's Bay in North America. Its lat. is said to be 57 deg. 35 min. N. and long. 91 deg. 30 min. W. See **HAYE's** River.

TATTA, in the River Indus, is a large city of India, and is sometimes called **SINDA**, on the western branch of the river not far from its mouth. It is in lat. 21 deg. 50 min. N. and long. 68 deg. 25 min. E. where an English factory is established.

TAVAY Point, on the eastern shore of the gulf or bay of Bengal, is the point of a peninsula of the W. coast of Siam, to the eastward of the Andaman Islands, in lat. 13 deg. 20 min. N. and long. about 96 deg. 40 min. E. and receives its name from a place so called at the bottom of the bay within the point to the N. E.

TAVAY River, on the eastern shore of the gulf of Bengal in the East Indies, is in lat. 13 deg. 30 min. N. and long. 96 deg. 40 min. E.

TAUREAN Rock or Shoal, on the N. coast of France, is about 2 miles at N. W. by W. from Lanion River; some of its rocks being always dry and above water, and others always covered. The S. part of this shoal is a mark for the Commanon Bank.

TAUREAU Island, an island of France on the N. coast of Bretagne. It is in the mouth of Morlaix River, and has a castle upon it which defends the port; and is in lat. 48 deg. 40 min. N. and long. 3 deg. 51 min. W.

TAVILLA, on the S. W. coast of Portugal, is 6 leagues at N. E. by E. from Cape St. Maria or Faro. Its bar is shoally and crooked, and shifts almost annually, so that it must not be depended on till it has been sounded, unless it shall have been beacons or marked out with buoys. It is scarce 2 fathoms deep at half flood; but ships may lie within the

the sand in 4 fathoms. It is 5 leagues at W. S. W. from Alamonte. It is seated in a fine fertile country at the mouth of the River Gilaon, about 100 miles to the N. W. of Cadiz, and to the eastward of Cape St. Vincent's, and has a handsome castle; its harbour is also defended by a fort. Its lat. is 37 deg. 18 min. N. and long. 7 deg. 46 min. W. It is sometimes called TAVIRA.

TAWY River, is a river of Glamorganshire in Wales so called, which falls into the sea on the N. shore of Bristol Channel, after crossing the county from the N. E. out of Brecknockshire, at Swansea. See SWANSEA.

TAY Frith, at the mouth of the River Tay in Scotland, on the E. shore, nearly at midway between the N. opening of the Frith of Forth and Montrose.

TAY River, one of the largest rivers of Scotland, which divides it into N. and S. rising out of the mountains of Breadalbane, after spreading itself out into a lake of the same name of 15 miles long and almost 6 broad, runs to the E. thro' Athol, and then turns to the S. E. by Perth, and after a course of near 40 miles, exclusive of windings, falls into the sea in the Frith so called. It is 4 leagues to the N. N. W. from the Carr ledge of rocks to the entry of the river or Frith of Tay; which goes in between two sands, that from the S. shore running out E. and E. by N. for a league into the sea and called Averties, and mostly falling dry at low water, and the other from the N. shore running out E. S. E. for half a league, and its innermost part coming dry at low water. The channel between, which is the entry of the river, is a mile broad; and to sail into it, observe the following directions.

Observe a red sandy hill, called Buchanefs, on the N. side of the river just by the entrance, which must be brought on at N. W. or a little westerly, as soon as a ship comes near the river and in sight of this hill. Take care to sail clear of the northernmost part of the said hill or Dundee Law, as it leads right in and out of the river; and after a ship has gone up for a mile or two, a little town with a kirk, or church, called Monfeith, will be seen on the N. side; from this length, keep the middle of the river or nearer to the S. shore, and run boldly in with it, and in this fair-

way, about 2 miles from the river, the water will be found gradually to shoal from 8 fathoms to 3 fathoms. On this last depth of 3 fathoms run for half a mile or more, when it will suddenly deepen to 5, 6, and 7 fathoms; when the course must be at W. by N. until Buchanefs comes at N. N. W. after which steer W. and W. half S. right upon the river. There will be 6 or 7 feet more water at half flood, and 13 or 14 feet more at full sea; and by these directions strangers may go up this river.

Other directions are, to bring the two light-houses, which stand to the southward of Buchanefs upon the flood mark, one in the other, and to sail right in with them till within two cables length of the lower light house, in 6 or 7 fathoms as before, and then sail at W. and W. by S. up the river. Or it may be recommended to observe a point below Dundee, on the N. side of the river, on which is the old castle of Broughtie, and also a hill to the N. side and to the westward of Dundee, that tapers to the top; and to bring the castle in a line open of some spits of sand and shoal on the N. shore called the Horse-shoe. On coming above this, sail to the W. or right up with the steeple of Dundee, and being above Broughtie castle, by keeping a little on the N. side, the Newcomb Sand, which lies off the S. shore, will come in sight. When above this place, sail W. by S. or thereabouts, or right up the river, until the town of Dundee comes at N. E. in 5 or 6 fathoms. When a ship is right off the W. end of the town, there is a good road for all winds.

On the S. shore is a little town called South Ferry, directly opposite to Broughtie castle; which must be brought at S. S. E. or S. by E. in from 5 to 7 fathoms, where there will be a good road for all winds. There is another good road on the N. shore, a little to the westward of the Broughtie castle, at the W. end of the houses, in 8 or 9 fathoms.

It is recommended, on approaching this river with high winds out of the sea, to take two or three hours flood, more or less, according to the quantity of water the ship draws, and to keep a good head sail, keeping also the marks of the channel as already directed. But it is frightful and dangerous, especially for

for loaded ships, to attempt going in with the ebb and off sea winds, as the whole channel will be all on a breach, the tide then running to windward. If the winds are westerly, to turn in with the flood seamen should be certain of a ship's staying. Go in with one hour's flood, when a good tide will run in with the ship; and in turning in, open the light-houses a little on either side, and on coming above the lights stand to the northward into 3 fathoms, and to the southward to the 6. bank, which may always be known by the breaking or rippling of the tide upon it, as there can be no dependance on the lead though it is steep. Or a ship may keep the marks of Dundee Law and Broughtie castle a little either way. From the mouth of the Tay to Red Head it is 4 leagues at N. E. by N.

TAYA Island, in the Eastern Indian Ocean, is between Sumatra Island and the island of Borneo, about 12 leagues at S. by W. from Lingen Island, and consequently, according to the situation of that island in lat. 45 min. S. and long. 105 deg. 8 min. E. There is a current here which sets 2 knots and 2 fathoms an hour, when Taya bears N. W. about 7 leagues distant.

TAYN Harbour, or TAIN, is a borough and sea port of Scotland in Ross-shire, situated on the frith of Dornoch, about 4 leagues to the N. of Cromarty, or Cromortie. Its large square tower with five spires render it remarkable. See TARBET Ness.

TAYPIN Islands, are certain islands so called, in lat. 25 deg. 20 min. N. and long. 125 deg. 0 min. E. to the eastward of the northern part of Formosa Island in the North Pacific Ocean.

TAYWAN, or TAY-OUAN, is a port and harbour on the S. W. part of the island of Formosa in the North Pacific Ocean, in lat. 22 deg. 36 min. N. and long. 121 deg. 0 min. E. Off the S. W. point is Zealand Fort, to defend the entrance, which is contracted, but widens within.

TEAHOWRAY, on the E. coast of New Zealand, the name by which it is known to the natives, is the same with what English seamen call Portland Island, See PORTLAND Island.

TECOANTEPEC, or TECUANTEPEC, on the W. coast of New Mexico in the North Pacific Ocean, and sometimes TEGUANTEPEQUE, under which name we shall take notice of it.

TECULET, is a sea port of the N. W. coast of Africa, having an old castle, and is seated on the side of a mountain at the mouth of a river of the same name, in lat. 30 deg. 45 min. N. and long. 9 deg. 5 min. W.

TEDELEZ, is a strong town of the N. coast of Africa, and S. shore of the Mediterranean Sea, about 17 leagues to the N. E. from Algiers, having a castle. A plentiful fishery belongs to it, and it is in lat. 37 deg. 5 min. N. and long. 3 deg. 5 min. E.

Cape TEERAWHITTE, at the N. W. part of Cook's Straits, near the S. W. part of the northern island of New Zealand in the South Pacific Ocean, is N. 69 deg. W. from Cape Palliser at the distance of 20 leagues; from whence the coast turns more northerly to Entry Island, which is not far from the W. shore. There is a bay on the E. side of the cape, before which ships may anchor in the depth of 50 fathoms, when Cape Palliser is brought to bear at S. E. by E. 3 leagues off, which lies in N. inclining to the W. and seems to be sheltered from all winds. This cape is in lat. 41 deg. 44 min. S. and long. 176 deg. 15 min. E.

TEER VEER, a mark for sailing into Zierick Zee through the channel called the Keel, in which it is to be brought to the westernmost point of Schowen Island called the Hoot; these are to be kept one in the other, and ships must run with these marks till they come by the shore, and then along the shore, in which channel there will be found 18 or 19 feet water in the shoalest part, and coming against Hoot Point 4 or 5 fathoms. The time of high water at Teer Veer on full and change days is at half past one o'clock.

TEES River, is a copious river which rises on the confines of Cumberland, and in its course eastward separates the counties of Durham and Yorkshire, and falls into the German Ocean below Stockton. It is about 7 leagues at W. N. W. from Whitby, and the two outer points of it are Red Cliff and Hartlepool, but the more immediate points are to the S. and W. considerably. The Long Scar's Rock lies close to the shore to the southward of Hartlepool towards the Tees. To sail into the Tees, it must be observed that there are two gulley heads upon Barnbymoore which must be kept a sail's breadth open, as a mark

mark to carry ships in to the first buoy. But a more general direction, and which is also deemed better, is to keep off from the Long Scars on the N. in 5 or 6 fathoms, and from the Salt Scars on the S. till a ship is right before the mouth of the river; when it may stand in till the two capes or beacons which stand on the S. sand come both in one, and run in with them so, as far as to the first buoy, called the Outer Buoy. The second buoy will then be seen about W. S. W. and from the second the third will be seen. All these buoys must be left on the starboard side going in, but the fourth buoy, which may be seen from the third, is to be left on the larboard; and on coming up as high as the beacon on the N. side which stands a little more than half a cable's length to the northward of the channel, a ship may come to an anchor. Take care to come in at half flood with a ship that does not draw above 12 feet water; but more tide must be had for those of greater draught. Pilots must be had up to Portick or Stockton. The mouth of the river is in lat. 54 deg. 36 min. N. and long. 0 deg. 57 min. W. and has high water on full and change days at 3 o'clock.

TEETH Hole, on the S. coast of Africa, is in the river of Camaroon, opposite to Monombas Hole, which is on the N. shore, where is good ground in from 5 to 7 fathoms.

TEGADOO Bay, on the E. coast of the northern island of New Zealand in the South Pacific Ocean, is a little to the northward from Tolaga Bay, being in lat. 38 deg. 10 min. S.

TEGAPATAN, on the S. W. coast of the peninsula of India, is to the westward from Cape Comorin, and has a harbour, being about 27 leagues to the S. of Cochin. It is in lat. 8 deg. 5 min. N. and long. 76 deg. 7 min. E.

TEGNAPATNAM, another name for Fort St. David's on the Coromandel coast, in lat. 12 deg. 4 min. N. being 6 leagues to the N. of Porta Nova. See *Fort St. David's*.

TEGUANTEPEQUE, or **TECUANTEPEC**, on the W. coast of New Mexico, is a large bay, on the S. side of the isthmus from the bay or gulf of Campeachy, in the S. W. angle of the great gulf of Mexico. Point Angelos is its western limit. To the S. E. of this bay along the coast, about 2 leagues

from the shore, there are good gradual soundings in from 15 to 20 fathoms, and good clean sand; and within land, quite from the River St. John's for near 200 leagues, will be seen the great range of burning mountains as far as to this bay. These are seen a great way out at sea, at least 12 or 15 leagues, and are marks for the coast all the way; and when they make any eruptions they are seen much farther. The sources of the river which falls into this bay, and is of the same name, are in the same mountain as those of the River Tabasco that falls into the gulf of Campeachy on the N. side, and are said to be not more than 2 leagues distant, so that a canal of communication might be easily formed round the sides of the hills. The port town of its name is situated in lat. 15 deg. 28 min. N. and long. 96 deg. 15 min. W.

TEHURUEL DENGHIZ, or the **FOUL Sea**, is within a peninsula on the S. W. shore of the sea of Azoph or Palus Mæotis. One of its branches goes into the Gniloye Sea to the N. W. to the eastward of the isthmus of Precop. The entrance, which is in lat. 45 deg. 54 min. N. at the extremity of the peninsula, is guarded by Russian forts.

TEIGNMOUTH on the S. coast of Devonshire in the English Channel, is about 2 leagues to the S. W. from Exmouth, being only a tide-haven for small vessels. It is also about 3 leagues to the N. E. from Torbay. It is a member of the port of Exeter; and has lately sent a number of vessels to the Newfoundland fishery, besides which it has a considerable commerce in the coasting way, especially in carrying vast quantities of tobacco-pipe-clay to Liverpool, and bringing back coals, salt, earthen-ware, and other heavy goods. Its lat. is 50 deg. 32 min. N. and long. 3 deg. 29 min. W.

TEKY Sound, to the S. of the Savannah River on the coast of Georgia in North America, is a capacious road, where a large fleet may anchor in from 10 to 14 fathoms water, and be landlocked, and have a safe entrance over the bar of the river. The tide of flood generally rises on this coast about 7 feet.

TELEMONA, in Italy, the same with **TALAMON**.

TELGHEN, or **TELGA Sound**, on the coast of Swedeh, between New Koppen

and Landsoort Point, being the mouth of the largest lake in Sweden. At its mouth is Trofa, with a small haven farther up the river of Telghen. The lat. is 59 deg. 18 min. N. and long. 17 deg. 24 min. E.

TELICA, a burning mountain, on the W. coast of New Mexico, which is seen at N. N. E. over the level or ridge of Tolta. It is one of the range of volcanoes which extends from Fort St. John's to Teguatepeque, and is 6 leagues from another called the Volcano del Vejo, or Old Man's Burning Mountain; and there are two others between them, but not so safe, neither do they often smoke. Between them is a long ridge of hilly ground that may be said to join the volcanoes one to another.

TELICUR Island, in the Mediterranean sea, one of the Lipari Islands so called, is in lat. 38 deg. 35 min. N. and long. 14 deg. 55 min. E.

TELLICHERRY, is a sea port town on the Malabar coast of India, situated on a bay, where the English have a factory and fort, at the distance of 9 or 10 leagues N. from Calicut. It is in lat. 11 deg. 50 min. N. and long. 75 deg. 3 min. E.

TELLING Cape, on the N. W. coast of Ireland, being the point so called, and is distant 7 leagues to the S. S. W. from Aran. Kathlinben Island lies off the point, and the sound between them is very safe and deep water. Under the cape is a haven, with a good road, secure from all winds from the W. to E. S. E. The bay of Kilbegh is 4 leagues at E. S. E. from the cape. This cape is in lat. 54 deg. 40 min. N. and long. 10 deg. 7 min. W.

TELLING Haven, is a fine haven for shelter from all winds from the northward, under Cape Telling or the N. W. point of Ireland. It is a round bay of sandy ground, which will contain about 30 ships.

TEMA, a name falsely given for Trimini on the W. coast of Africa. See TRIMINI.

TEMONTENGIS, in Solvo Island, in Asia in the Eastern Indian Ocean, is in lat. 5 deg. 57 min. N. and long. 120 deg. 53 min. E.

TEMROCK, is a sea port of the Cuban in Asia, situated on the S. shore of the Sea of Azoph or ancient Palus Mæotis, about 7 leagues to the E. of the straits

of Kaffa. It is in lat. 45 deg. 0 min. N. and long. 37 deg. 0 min. E.

TENACERIM River, is an extensive River of Asia, which rises in the mountains of Pegu in lat. 20 deg. N. and runs to the S. easterly to Siam into about 12 deg. when it turns shortly to the W. and discharges its waters by different mouths nearly in that lat. within or to the eastward of the clusters of small islands called Tower Islands. See TANNASSERIM.

TENBY or TENBIGH, is a neat town on the S. E. part of Pembrokeshire in Wales, and on the W. shore of the large bay of Caermarthen. It is to the northward of Caldy Island and St. Margaret's Island within it. It is placed at the head of a small bay, with a little port, and has a good road before it for ships. It is a town of brisk trade, large quantities of coals and culm being shipped from thence for Ireland and many of the western and southern ports of England. To sail to Tenby by the eastward of Caldy Island run close to the E. of it between the island and the sunken rocks, so as to leave the latter on the starboard, and so go to Tenby, anchoring before the town in 5 or 6 fathoms. There is good anchorage to the eastward and northward of the said sunken rocks, in 6, 7, or 8 fathoms, being all clear ground, but farther out the water is shoal. Ships may also run through on the W. side of Caldy Island, between it and the point of the main, to Tenby, where it is narrow, but clean and deep water. Its lat. is 51 deg. 32 min. N. and long. 5 deg. 19 min. W.

TENCH's Island, in the South Pacific Ocean, which was discovered in 1790 by lieutenant Ball, is a small island of about 2 miles in circumference only, but abounds with inhabitants. It is low, but entirely covered with trees, including many of the cocoa-nut kind. The men appear to be remarkably stout and healthy. This island is in lat. 1 deg. 39 min. S. and long. 151 deg. 31 min. E.

TEN DUYN, on the coast of Flanders, is between Dunkirk and Newport, the cloister of which is a mark for sailing between the Flemish banks. See BROTTERS, CAMS, DIKE, &c.

TENCIFF River, on the W. coast of Africa, is to the southward of Saffa Bay, near a steep and rocky point, and comes

comes down here into the sea from Morocco.

TENEDOS Island, in the Archipelago Sea, is on the coast of Phrygia, a little to the W. of the ruins of Troy. It is only about 10 miles from the straits of Gallipoli, and is to the S. E. of Lemnos, being about 10 miles in length and as much in breadth, producing the best muscadine wine of any in the Levant. On the eastern side of the island there is a fine harbour, commanded by a castle, on which is a pretty large town of the same name, in lat. 39 deg. 57 min. N. and long. 26 deg. 14 min. E.

TENERIFFE Island, the principal of the islands called Canary Islands in the North Atlantic Ocean. It is very fruitful in corn, wine, and oil, but is full of mountains, and amongst these the noted pico or peak of Teneriffe, one of the highest in the world. Its top is of a conical form, and it is so white that it can be seen to the distance of 40 leagues. The latitude of the island is 28 deg. 13 min. N. and long. 16 deg. 29 min. W. This island is about 12 leagues to the N. W. of Canaria, from whence these islands received their name; and it is nearly of a triangular form, each side of which is about 12 leagues, and the famous pico nearly in the centre. The most frequented harbour of this island is on the S. E. side, called Santa Cruz, where ships with good anchors and cables may be safe in all weathers, and in the middle of the port is a mole for the convenience of landing. Part of the S. W. coast of this island is half a mile in height, and as perpendicular as a wall; and from the summit of these cliffs several streams fall down into the ocean. St Philip's Fort is between the mole and the town of Santa Cruz, and near it is a steep rocky den or valley, beginning at the sea shore and running far inland. There are some other roads or bays in this island, which are noticed under their respective heads. The weather is nearly similar to that at Canaria; the sea breeze generally sets in about 10 in the morning on the N. and E. sides of the island and blows till 5 or 6 in the evening, and then remains calm till midnight. At this time the land-wind begins to blow, and continues till 7 or 8 in the morning; and from that period it is calm until the return of the sea breeze. Below the clouds which are usually suspended half way between the sea and the

summit of the pike, the wind is commonly at N. E. but above the clouds it is W. Palma Island is 17 leagues to the N. W. from Teneriffe, and Gomera Island 6 leagues to the S. W. from it. From Cape Cantin on the coast of Africa to this island the course is S. W. by W. and the distance 148 leagues.

TENES Cape, on the N. coast of Africa, is 26 leagues at E. N. E. from Cape Ferol, and there is little of note between, the coast being void of ports, and the country sandy and desolate. On the eastward of the Cape Tenes, on the contrary, the coast is full of good roads, with safe anchoring places; there are also some rivers, and it has some large and populous towns. The town which gives name to the Cape of Tenes or Tini, lies just under it a little to the W. where there is a good road in from 7 to 9 fathoms water, and admirably sheltered from those terrible winds called Levants, all the country being high like a wall to the E. and N. E. In a westerly wind, however, ships must trust to their ground tackle, as the bottom is good, being a hard holding sand. When the saddle hill bears at S. E. drop the anchor, because that is the best of the road. There are several good roads on the E. side of the Cape, but no havens; and the shore falls off to the S. E. to another cape, all of which is called Cape Tenes, this being named the easternmost point of the cape, under which lies the small city of Alcol or Arcol, where there is a small bay and a good road for ships that are taken short with a N. W. or S. W. wind on their passage to the westward. But it affords no shelter from the E. and N. E. and therefore, on the expectation of a Levant gale, ships must run away to sea, and get about the western point of the cape. From Cape Tenes to Cape Albatel is E. by N. about 12 leagues; but from Tenes to Cape Cassine is 22 leagues. The E. side of Cape Tenes is very foul; but beyond Piscador or Fisher's Nose, is anchorage in 12 fathoms. The Cape is in lat. 36 deg. 36 min. N. and long. 1 deg. 45 min. E.

TENGCHU, is a town of China, having a good harbour on that part of the coast called Xaintong, where there is generally a fleet of Chinese ships. It is in lat. 35 deg. 20 min. N. and long. 116 deg. 50 min. E.

TENTERE Island, in the gulf of Ackh-metchid, on the W. side of the peninsula of the Crimea in the Black Sea, is in lat. 45 deg. 46 min. N. and long. from 33 deg. 20 min. to near 34 deg. E. the coast round its W. end turning towards the S. W.

TENTREE Island, is a very small island off the point to the westward of Kikibougat Harbour on the N. coast of St. John's Island, at the S. W. part of the gulf of Nova Scotia in North America. This small island is the easternmost of a range of islands lying in a crescent form, within which is a bay or sound, so as to contract the breadth of that end of the island to about 2 or 3 leagues quite to the N. point.

TEQUEPA, a part of the coast of New Mexico so called, about 18 leagues to the N. W. from Acapulco. Here is a remarkable spot of mangroves, higher than all the other trees, about a league up within land, and about half a league along the coast; beyond which, at the distance of 5 leagues being at midway towards the headland of Petaplan, is an upright point near the sea, but not very lofty, the highest part of which at a distance looks like islands, and affords shelter against W. and S. W. and S. winds, which are the most boisterous on this coast in winter. When a ship comes hither, a white rock will be seen to stand out from the land about a quarter of a league, between which and the main is good anchorage in 10 fathoms as there is all along the coast, with a clean bottom and a holding sand or a stiff oozy sand all the way. It is 10 leagues from Point Tequepa to the headland of Petaplan at N. W.

TEQUERY Bay, on the coast of Cuba Island in the West Indies, is on the S. E. part, between Cape Cruiz and Cape Mai-zi at the E. end, being one of the places between that afford good anchorage and shelter for ships, but having no ships to make use of them.

TER River, is a small river of Spain on the N. W. shore of the Mediterranean, and lying in to the N. W. about 2 leagues from Cape St. Sebastian. There is anchorage on either side from its mouth at the distance of half a league or more in 10 fathoms to the eastward and 15 fathoms to the northward, about a mile or half a league from the shore.

TERASSO, on the coast of Caramania in Asia, is N. a little easterly from the E. end of Cyprus Island in the Levant

sea or eastern part of the Mediterranean; on the E. side of which is a kind of gulf or bay at the mouth of a river, as there is another but much narrower on the W. side at the mouth of another river. It is between Cape Curco or Curso on the W. and the peninsula, point, or W. limit of the gulf of Tasso on the E. and nearly in the midway.

TERCERA or **TERCEIRA** Island, in the North Atlantic Ocean, is one of the Azores or western islands so called, which is deemed the chief of them, because it possesses the best harbour. Its lat. is 38 deg. 45 min. N. and long. 27 deg. 6 min. W. and the variation observed in 1769 between this island and St. Michael's was 13 deg. 36 min. W. The spacious harbour of this island affords good anchorage, but it is open to the S. E. winds. This island is about 17 leagues in length and 8 in breadth; and its chief town is Angra, situated on this bay which lies between two promontories that bear into the sea like the two horns of a half moon. Each of these points has a castle for the defence of the haven, but the westernmost lies farther out to sea than the other, and has two very high hills upon the end of it called Brazil; from which circumstances, on coming out from the sea either from the eastward or westward it has the appearance of being an island. These hills are so high that they may be seen to the distance of 16 or 17 leagues in clear weather. There are two pillars on these hills that can be seen in any part of the town of Angra, where a watchman is constantly placed to give notice of any ships that are coming about the island, and what number of ships, which he does by as many flags. If these exceed 5, he throws out a large flag, to denote a fleet of ships. This is done either on the E. or W. pillar, as the ships are to the eastward or westward; so that no ship can pass that way, but it is immediately known by the token in the corner of every street in the town. The road is on the S. side of the island to the westward of the rocks right before this town of Angra. This island is 30 leagues at N. W. by W. from St. Michael's.

To sail into Terceira, in coming from the eastward or northward, if a ship is bound into the road it should run up close by the land off the E. point, and so along to the 2 small islands called *Ishoes*, lying a little to the eastward of the road, and about

about the distance of a musquet shot from one another. Ships may sail any where about them, to the northward or southward or between them; they are about the distance of a cannon shot from the main land, and about 15 or 16 fathoms water, and between them is 5 or 6 fathoms and clean sandy ground. To the southward of these 2 islands are 3 or 4 rocks above water, called the Frayels, and to the southward of them about 4 miles is another small island but somewhat larger than the other 2. When a ship is past these small islands, it may sail westward nearly to the point of Brazil already mentioned, and anchor a little to the eastward of it before the town of Angra in from 10 to 12 fathoms; but the sea anchor will usually lay in 16 fathoms and the smaller anchor in 8 or 9 fathoms. Here ships will lie landlocked for a S. W. a N. E. or an E. N. E. wind; but a S. E. wind blows right in. On the W. side of Brazil there is also a large sandy bay, where ships may anchor before the village of St. Martin. Also to the eastward of Angra about 3 leagues is a bight called Porto Indeo.

TERCERA Island, on the W. coast of Africa, is a small island near the shore at Sierra Leone, where formerly the English factory was placed; but it was so much harassed by the resort of wild beasts as to occasion its being deserted.

TERLAGATCH Island, in the bay Tamyrace, on the W. side of the peninsula of Crimea, which is otherwise called the gulf of Ackhmetchid, is near the western shore, in lat. 45 deg. 48 min. N. and long. 34 deg. 24 min. E. and may be left on the larboard several leagues in going to Precop on the W. side of the isthmus, and in the N. E. part of the gulf.

TERMIE Island, usually called **FERMINA** or **FERMINIA**, in the Archipelago, is in lat. 37 deg. 24 min. N. and long. 24 deg. 53 min. E.

Laguna **TERMINA**, or Lake of Tides, a name given by the Spaniards to the laguna within Triest and Beef Island and Port Royal Island at the bottom of the bay or gulf of Campeachy in the S. W. part of the gulf of Mexico. The tide runs very hard in at most of the channels between the islands, and from hence the reason of the Spanish denomination is readily deduced. See **BEEF** Island, **TRIEST**, &c.

TERMINI, on the northern coast of Italy in the Adriatic Sea or Gulf of Ve-

nice, is between Monte St. Angelo and Ortonna, but nearer to the former, and is about S. W. from the Islands Cabrera and St. Trinita, which are not far from that coast.

TERMINI, is a town on the N. coast of Sicily, having a strong castle, and is famous for its mineral waters. It is situated at the mouth of a river of the same name, in a country which abounds with corn and good wine, 7 leagues to the S. E. of Palermo, in lat. 38 deg. 5 min. N. and long. 13 deg. 44 min. E.

TERNATE Island, is the principal or most important, though not the largest of the islands called Molucca or Clove Islands, in the Eastern Indian Ocean, and is a little to the W. from Gilolo; which is about 6 leagues and a half in compass, and has a burning mountain in it. It abounds in cocoa-nuts, bananas, citrons, oranges, almonds, and other fruits proper to the climate, but especially cloves. There are a great many birds of Paradise, and its numerous woods furnish much game. Its lat. is 1 deg. 7 min. N. and long. 126 deg. 12 min. E.

TERRA Alta, on the W. coast of Africa, is situated between Capes Bajador and Olloguedo; but as it is of little importance, no farther notice need be taken of it.

TERRA Area, on the W. coast of Africa, is to the westward of the Gulf of Sintra, between it and Cypriano River towards Cape Barbas.

TERRA Baxa, a tract of coast so named near Cape Olloguedo on the W. coast of Africa, from its being low land, to the southward of which is a bay of the name, but sometimes improperly called **Irra Barree**, which is a large bay, with good anchorage in several places and secured from most winds, especially under the N. shore of the Bay. On the very N. side of it is a reef of rocks, and a sand bank before it; and these afford the means of security and protection for ships, and the channel between the reef and the sand bank into the bay has 20 fathoms water, within which there is safe riding and good ground. This bay affords shelter by night for the fishing vessels that visit this coast, from whence they proceed to sea in the morning; but there is no fresh water on the coast even from Cape Blanco till ships come to the River Oro or Gold River.

TERRACINA Gulf on the coast of Italy,

Italy, is nearly due E. from Mount Cereelli, and about S. E. by E. from the mouth of the River Tiber. On the E. side of the place so called is a gulf or inlet of the sea; and to the S. W. of it are the islands of Palmarote or Palmaria, Ponza, Zannone, &c.

TERRA del Esprito Santo, the most western and largest island of the New Hebrides, in the S. Pacific Ocean, being 66 miles in length from about N. N. W. to S. S. E. 36 in breadth, and about 180 in circuit. The land is exceedingly high and mountainous, and in many places the cliffs rise directly from the sea; but every part of the island, except the hills and beaches, is covered with wood, or laid out in plantations. The harbour of St. Philip and St. Jago is most excellent, on the N. side of the island, but the islands which lie along the S. and E. coasts form likewise several good bays and harbours. Its lat. is 16 deg. S. and long. 166 deg. E.

TERRA del Fuego Island, or Land of Fire, is at the S. extremity of South America, being separated from the main on the N. by the Straits of Maghellan. It was so named from a volcano that was seen upon it, and near its coast in various parts are several small islands, particularly Staten Land on the E. All these islands are barren and mountainous; but there have been found several sorts of trees and plants and a variety of birds on the lower grounds and islands that are sheltered by the hills; and amongst others Winter's bark and a species of arbutus, which has a very well tasted red fruit of the size of small cherries. Plenty of celery is also found in some places, which is of great importance to seamen as an antidote for the scurvy. A species of duck, as large as a goose, and called the logger-head duck at the Falkland Islands, is here met with, which beats the water with its wings and feet, and runs along the sea with inconceivable velocity; and there are also plenty of geese and falcons. The rocks of some of the islands are covered with very fine muscels.

TERRAGONA, probably the same as TARAGONA, on the coast of Spain in the Mediterranean, is to the E. of Salo Point a little above a mile, and is situated on the higher ground, and well fortified. It is not a port, but the trade is carried on at Villa Nova.

TERRA Nieva, near Hudson's Straits in North America, is in lat. 62 deg. 4

min. N. and long. 67 deg. 7 min. W. and has high water on full and change days a little before 10 o'clock.

TERRA Nova, is at the N. E. part of the Island of Sardinia in the Mediterranean, and is a deep gulf or inlet from the E. between the Cape of its name on the S. side, or the Island which lies E. of it, and Cape Figari on the N. There is anchorage within under the N. cape in from 16 to 6 fathoms within a very small island, and on the S. between the Cape and the island in 14 or 15 fathoms. The town is situated in lat. 41 deg. 3 min. N. and long. 9 deg. 35 min. E.

TERRA Polla. See BELLA Polla.

TERRAY Island, on the W. coast of France, is at the mouth or entrance of the Bay of Arcasson, from which several shoals and sands run off to the E. and W. Also in the channel between the island and Cape Ferret there is a large shoal, along the side of the island, and another thwart the end of it, extending almost the whole length of it. The fairway in is either to the N. of these shoals between them and Cape Ferret, or through the Papou Passé between the island and the S. point; but there is from 8 to 9 fathoms water in the former close by Cape Ferret, and but 2 fathoms to 2 fathoms and a half in the latter at low water. Care must be taken in either of these channels to avoid that particular shoal which runs off from the W. end of this Island de Terray; and ships that are bound farther in should take a pilot at Cape Ferret, as there are various channels and difficult passes within the point. The mark for keeping clear of the shoal which lies off the W. end of the island is, to bring the trees of Balises, which are almost a league within the river and on the S. side, on with the S. point of the river, and keep them so till the ship is within the W. end of the island; the trees must then be brought a little to the northward of the said point, when a ship will be in the best of the channel between the point and the island.

TERRES or TORES Bay, on the N. coast of Spain, for which see TORES.

TERRER Cape, Arcasson Bay. See CAPE FERRET.

TERRIDON Loch, is an inlet of the sea on the W. coast of Ross-shire in Scotland, situated between Gairloch and Applecroft, and containing many creeks and bays.

TERRY Island. See TERRAY.

T E R

TER VEER Gat or Channel. See **VEER**.

TER VEER Harbour, is at a town of the same name on the N. E. coast of the Island of Walcheren in Zealand. It is a very good port, and has a fine arsenal; and is 4 miles to the N. E. of Middleburg; and is in lat. 51 deg. 36 min. N. and long. 3 deg. 42 min. E.

TESTIGOS Islands, are certain islands so called which lie near the coast of New Andalusia in Terra Firma on the S. coast of the Caribbean Sea in the West Indies, usually named the N. coast of South America. Several small islands at the E. end of the Island of Margaritta, lie between that island and these islands called Testigos; and between the Testigos and the ragged shore called Tres Puntas to the W. of Cape Rey, or King's Point, the land falls in S. and makes a kind of bay, and an island called St. Juan or St. John. The lat. is 11 deg. 6 min. N. and long. 61 deg. 48 min. W.

TET River, is a river of France which falls into the gulf of Lyons in the Mediterranean Sea, after passing close on the N. side of Perpignan, which is only about 2 leagues distant from the sea. It lies in the bottom of the bay between Cape Leucate and Colioure, and nearly at midway.

TETEROA Harbour, is on the W. side of the island of Ulitea in the South Pacific Ocean, one of the Society Islands so called. The entrance to it is narrow, between the first and second of 3 islands from the river's mouth, going in E. N. E. Its lat. is 16 deg. 51 min. S. and long. 151 deg. 27 min. W.

TETHVAN or **TETUAN**, within the Mediterranean, in the S. W. angle. See **TETUAN**.

TETHUROA Island, in the South Pacific Ocean, is about 8 leagues distant from Point Venus in the Island of Otaheite in the South Pacific Ocean, in the direction of N. half W. It has no settled inhabitants, and is small and low, being in lat. 17 deg. 4 min. S. and long. 149 deg. 30 min. W.

TETNEY Creek, on the coast of Lincolnshire, is to the S. E. from Grimsby, and nearly thwart of the Spurn Head on the opposite shore at the entrance of the Humber. We are told that from this creek there is a navigation inland to the town of Louth.

TETUAN, is just within the Straits of Gibraltar in the Mediterranean, and is seen immediately on doubling the Point of Ceuta on the African shore. It is

situated upon a hill, at the distance of a mile from the sea, and ships may go on S. from Ceuta till the E. end of the town lies even with a round hill that stands up on the high land. There is a black old tower in the middle of Tetuan, and behind the town 3 little hills; and when these hills are brought on with the said tower, ships may come to an anchor, but at such a distance from the shore as that the first hill to the S. of Ceuta may be seen towards Cape Porcus, where there is good riding and clean ground in 16 fathoms. Care must be taken as to the place of anchorage here, which is not more than 2 cable's length in circumference; and if ships mislaid it, they will be in danger of losing their anchors. Tetuan is not a port, nor has it a harbour.

Cape TETUAN, which is about 9 or 10 leagues from Ceuta, is 2 or 3 leagues from the town of its name. The necessity of not mistaking one cape for the other has been noted under Cape Porcus.

TEXEL Island, is a small island on the coast of Holland off the mouth of the Zuyder Zee, which is separated from the continent by a narrow channel, through which most ships pass that are bound to Amsterdam. It has a strong castle, in which is a good garrison, that commands the entrance. Besides the town of the same name, this island contains also 6 villages; and the land is fertile in pasture, the whole of it being well secured with dykes of prodigious strength and height. It is in lat. 53 deg. 5 min. N. and long. 11 deg. 37 min. E. There are four churches on the island, of which the westernmost has a high spire steeple, and is called St. John's, but by the pilots Westyend, Western, or Whembus; and to the southward of that is another spire steeple called the Hoorn. The third which is called the Burgh is a little to the northward of the two former, and the fourth, named the Oogh or Koogh, is the northernmost of all, but has no steeple, and is covered with blue slates. This island of the Texel is about 24 leagues at N. N. E. somewhat northerly from the Maes, being a long, level, and low island; and all the coast of Holland between them is clean, and may be approached as near as to 4 or 5 fathoms, the land along shore containing many towns, churches, and steeples, that serve as marks for running along the coast. At the N. E. end of this island of the Texel is the peninsula or island called Eyerland, which is only separated from it

it by high tides, so as to render it an island; which shews off at sea like little hummocks on a small flat island, and has only 2 or 3 houses upon it. The Broad Fourteens, a bank so called, lies about 5 or 6 leagues without the Texel to the N. E. and has a small tail lying about N. from it, and to the N. W. of Vlieland or Fly Island. This island of the Texel has several marks for sailing into its road by the westward through the several channels of LAND DEEP, SLENK, and SPANIARD'S GAT, which see. Vlieland or Fly Island is to the N. E. of it.

ST. THADEUS's Nofs, on the N. E. coast of Asia in the North Pacific Ocean, the E. point of which is in lat. 62 deg. 30 min. N. and long. 175 deg. E.

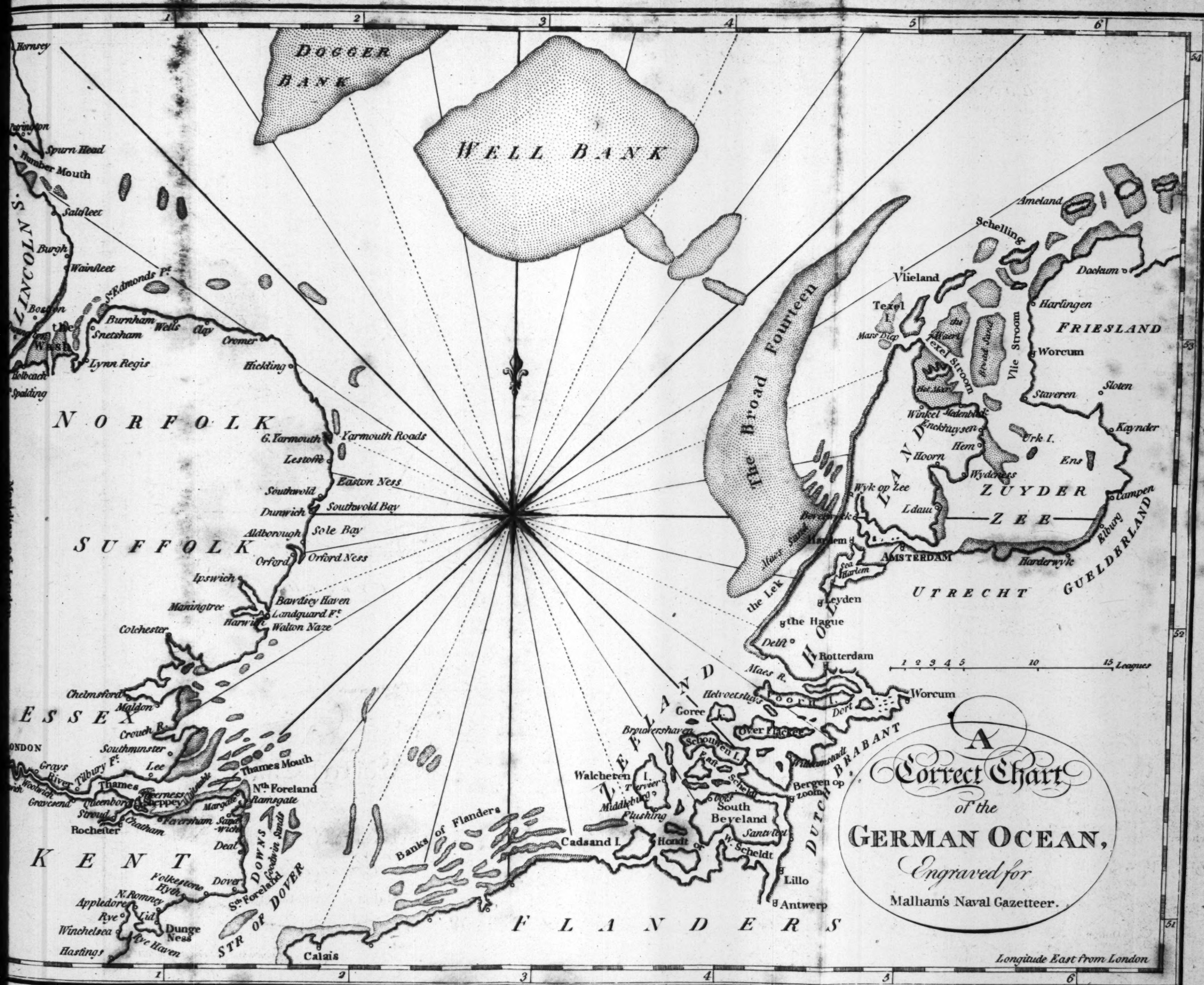
THAHO or THANO, on the W. coast of Africa, is to the N. E. from a small negro town called Taba or Tabo, and lies in a bight or bay, where there is clean ground and good anchorage. The fairway all along the coast is to keep an offing of about a league; but here ships run into a bight and anchor in from 13 to 14 fathoms in a good clay ground just before the village. From hence to Berby, another town on the coast, is 6 leagues at E. by N.

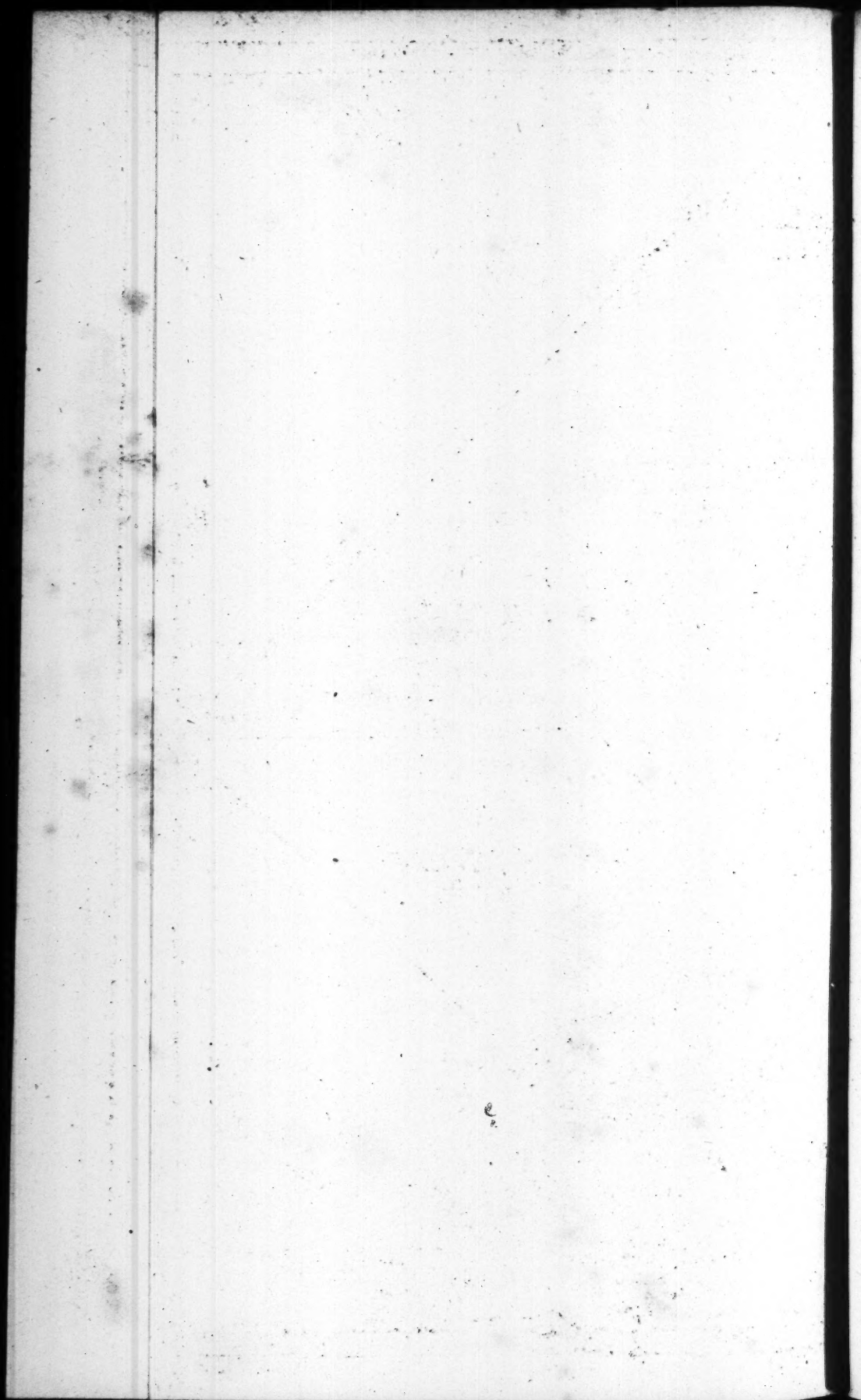
THAMES River, the most noted river of England, which, when considered both with respect to its course and navigation, perhaps has not its equal in the world. Having its source at a small spring, a little to the S. W. of Cirencester in Gloucestershire, it takes an eastward direction, and at Lechlade receives the river Colne, near 140 miles from London. It then continues N. E. to the city of Oxford, where it receives the Cherwell, and then verges irregularly between the S. and E. passing by Abingdon and Dorchester, at which latter place the Isis contributes its stream. It continues to round the S. part of Oxfordshire, then skirts the S. part of Buckinghamshire, which it leaves at Staines, from whence it separates Surrey from Middlesex till it reaches London; after which it forms generally the boundary between Kent and Essex, passing a great many towns and noted places in its progress, till it falls into the sea. It is navigable up to Lechlade in Oxfordshire, at the distance of 230 miles from its mouth, and the tide flows as high as to Richmond in Surrey, which is more than 70 miles from the Ocean. From the depth of water at London, which is

capable of navigating large ships, the metropolis becomes one of the greatest commercial ports in the universe. The water of this river is with great justice esteemed exceedingly wholesome, and extremely proper for long voyages; because it will work itself perfectly fine, and continues to improve by time, though it is at first muddy and turbid. It also abounds with a great variety of fish. The time of high water in the river varies considerably, according to the distance from the sea, inasmuch that it is several hours later at London Bridge than at the Nore, and later at the Nore than off the mouth of the river.

THAMES River, in the state of New England in North America, which rises in a lake to the northward of the Massachusetts country, and runs directly S. till it falls into the sea below New London, to the E. of Connecticut River. It is a considerable stream, and has several branches; of these the principal are Glafs River, Russel's Delight, and the Indian River. There is a light-house at the mouth of it, containing one lantern, for the direction of ships along the coast. This river is navigable 12 miles up to Norwich. See *New London*.

THAMES River, on the N. E. coast of the northernmost island of New Zealand in the South Pacific Ocean, is a large inlet of the sea at the mouth of a river which has been so named. The N. W. point of it is named Point Rodney, and the N. E. point has been called Cape Colville. The Barrier Islands stretch along before the mouth of it off this part of the coast. The N. E. promontory, or Cape Colville, is 9 leagues nearly at N. W. 3 deg. westerly from Mercury Bay; from which point the land turns in at W. half S. for near a league and then S. S. E. along which shore, being the eastern shore of the bay or river, the depth of water is from 25 to 18 fathoms, and at 7 or 8 leagues down it there is 23 fathoms, but in 5 leagues more to the S. easterly there is only 6 fathoms at high water. Here the channel is about 11 miles over, and this depth is nearly in the middle; but about 3 leagues farther this bay or gulf ends in a river, and about a league within the water is perfectly fresh. About 14 miles up it is as broad as the River Thames in England is at Greenwich, and the flood tide equally strong but not so deep, and the bottom a soft mud. There are several small islands,





islands that have the appearance of forming good harbours with the main, on the E. shore, about 6 leagues within Cape Colville; and probably some other islands on the W. shore may do the same. There is certainly very good anchorage in every part of the river, where the depth will admit of ships riding; and even in the narrow river there is in some places 26 fathoms, but in others only a fathom and a half, and there is from 4 to 3 fathoms in the mouth of the fresh water stream, though there are some large flats and sand banks before it. The tide rises near 10 feet perpendicular, and ships of moderate draught may therefore go up a long way with a flowing tide. It is high-water here on full and change days about 9 o'clock.

THANET Island on the S. shore of the River Thames in the county of Kent, and in the N. E. part of that county, is about 10 miles in length from the North Foreland to Sarre Bridge, and about 8 miles in breadth from Westgate to Sandwich Ferry. This island is separated from the rest of the county only by a narrow channel of the Stour, and produces much corn, especially barley, and also madder; and the S. part of it contains a tract of rich marsh land. The town of Margate is in this island, being a place that has rapidly increased of late years from the great resort to it for the purpose of sea bathing of the citizens of London. The husbandry of the island and of East Kent has also long been famous. The two sea ports of Margate and Ramsgate, on different sides of the North Foreland, are within the limits of this island.

THASO Island, already mentioned under **TASSIO**, is an island of the Archipelago in the Mediterranean Sea, and on the coast of Jamboli, at the entrance of the Gulf of Contessa. It is 12 miles in length and 8 in breadth, and abounds with all the necessaries of life. Its fruits and wine are very delicate; and it has mines of gold and silver, besides quarries of very fine marble. The chief town is of the same name, and its harbour is well frequented by merchants. The lat. of the town is 40 deg. 59 min. N. and long. 24 deg. 32 min. E. See **TASSIO**.

THATCHER'S Island on the coast of Massachusetts in New England in North America, on which is a light-house with two lights or lanterns, for the direction of ships along the coast.

THEATINS Point, on the coast of

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Chili or W. side of South America, in the South Pacific Ocean, is the northernmost land of the Bay of Coquimbo. See **LES PAJAROS** Islands.

THELYTEL Haven, is near the bottom of St. Bride's Bay on the W. coast of Pembrokehire, to the N. E. from Goltop Road.

THEODORE Cape, or Koffa Teodorova, on the N. W. coast of the Sea of Azoph or Palus Mæotis, is to the N. E. of the entrance into the Gniloye Sea. It is in lat. 45 deg. 48 min. N. and long. 36 deg. 25 min. E.

Cape THEODORE, the eastern entrance of Chibouctou Bay, on the coast of Nova Scotia. See **CHIBOUCTOU**.

St. THEODORE Island, a small island so called near the N. coast of the Island of Candia in the Mediterranean Sea, is at W. N. W. from Port Canea, having two small islands between nearer to the coast. It is in the gulf to the eastward of the long and narrow peninsula of Cape Spado, between it and Cape Meleche.

THERMIA Island in the Archipelago is a small island so called, and one of those called **CYCLADES**, which see. It is S. of the Island of Zea, and N. of Serfanto, near the gulf of Engia, being 12 miles in length and 5 in breadth; and its soil is good and well cultivated, and they have a good deal of silk. They have also such quantities of partridges, that they may be had for almost nothing. The principal town, which is of the same name, is in lat. 37 deg. 31 min. N. and long. 24 deg. 59 min. E.

THERMOPOLIS or **THERMOPYLE**, within the N. W. end of the Island of Negropont, situated on the main. It is on the N. E. side of the narrow isthmus or strait between the gulf on this side and that of Lepanto on the S. W. and is famous in history for the noble stand which Leonidas the Lacedæmonian king made here with only 400 men, against the whole formidable army of Xerxes king of Persia, till the former were all cut to pieces.

THIEVES Holm Island, one of the Orkney Islands so called, which must be left on the larboard to go into Kirkwall Road, as Elgarholm Island is to be left on the starboard. See **KIRKWALL**.

THIRSTY Sound, on the N. E. coast of New Holland or New South Wales in the South Pacific Ocean, an inlet so called in lat. 22 deg. 10 min. S. and long. 149 deg. 42 min. E. It is known by a

3 Q

group

group of islands that lie under the shore to the N. W. from 2 to 5 leagues, and another group right before it 3 or 4 leagues off at sea. Over each point of the entrance is a high round hill, but that to the N. W. is surrounded at high water. These are about 2 miles from each other, and bold to both shores. Within the sound the water rises 16 or 18 feet at spring tides, when it is high water about 11 o'clock. The island which separates Thirsty Sound from Broad Sound, runs into the S. S. E. and S. and is named Long Island.

THOMAS'S Bay, on the W. coast of the Island of Antigua, is to the W. southerly from Deep Bay, and to the southward of Ship Stern Island near the S. W. point of St. John's Bay and Harbour. It is somewhat open, except to the S. and S. E. for which it affords some shelter.

St. THOMAS City, on the Coromandel coast of India, or W. shore of the Bay of Bengal in the East Indies, is about a league to the S. of Fort St. George, in lat. 13 deg. 12 min. N. and long. 80 deg. 14 min. E. The town of Palia-catta, which has an indifferent harbour, is 5 leagues from it. There is good anchorage about half a league from shore during the S. monsoon, in 7 fathoms and a half; but in the northern monsoon, the waves breaking out of the Bay of Bengal and the Ganges with great violence, at that time render anchoring dangerous. There is a sand bank which stretches out into the sea for a league at the distance of 3 leagues and a half from the road, where there is anchorage for shipping at 4 fathoms and a half and 5 fathoms water; and a little farther off another, which extends into the sea for 2 leagues and a half, but has no safe anchorage even in 7 fathoms water.

St. THOMAS Gulf, on the S. coast of Africa, and on the South Atlantic Ocean, otherwise called Conception Bay, is in lat. 24 deg. 42 min. S. and long. 13 deg. 8 min. E. at the entrance.

St. THOMAS Island, in the Gulf of Guinea, on the W. or S. W. coast of Africa in the Atlantic Ocean, is situated under the Equinoctial, and in long. 8 deg. 5 min. E. It is due W. from the River of Gabon on the main at the distance of 40 leagues; and it is somewhat extraordinary that, although the Equinoctial Line crosses the very centre of the island, the air is moderate, and its pro-

ductions are such as to yield plenty of cattle and other refreshments. It is almost round, and is about 30 miles in diameter, and the soil, which is fertile, produces plenty of sugar-canes. The vines are remarkable for having blossoms, green, and ripe grapes all the year. There is good anchorage on the E. side of it, under the lee of a great rock called the Island of Anne Cheres, which gives name to the road. There is also another small island called Rotes at the S. end of the main island, off the E. end of which is a small reef; and to the eastward of the main island is a cluster of rocks above water called Irmaces, between which rocks and reef is a very good road in from 25 to 30 fathoms and a hard sand.

To sail from the point of Cape Verd or the coast of Guinea to this island, attention must be paid to the season of the year. During the Vintanias, as they are called, and the land breezes, which hold from April to September, ships must steer W. and W. by N. in the night, on account of the currents, and stand in with the shore in the day. Directions have been given for anchoring in the road of ROTES, which see; but if a ship comes in at the N. end of St. Thomas, it must be observed that the land makes as if it were two islands. Ships on this course must go on at E. by S. until they bring the castle at W. by S. and then they may go in fair with the road; taking care, however, not to go right in with the castle, as the bottom in that direction is very uneven, being sometimes from 30 to 40 fathoms and at the next cast no ground, and then as suddenly from 15 to 25 fathoms, or perhaps so shoal that the breakers may be seen upon the rocks. If a ship is designed to continue here for any time, the best situation for riding is about a gun-shot to the northward of the castle in from 5 to 6 fathoms, and with a small vessel in from 3 to 4 fathoms where there is good ground and secure riding. It is about 37 leagues at E. S. E. from this island, to Cape Lopez Gonzales; in which course a current must be crossed that sets strong to the N. N. E. near 2 miles an hour.

St. THOMAS Island, otherwise called the Danes Island, is the largest and most northerly of those islands, called Virgin Islands, being situated about 10 leagues to the E. from the Island of Porto Rico in

in the West Indies. It is about 3 leagues in length, and about one league in breadth having a sandy soil, and being badly watered. It abounds with potatoes and most sorts of fruits and herbage, and especially sugar and tobacco. Musketoos and other vermin are, however, very troublesome here. It has oranges, citrons, lemons, guavas, bananas, and fig-trees; but horses and black cattle are scarce, though they are supplied with plenty of fresh meat from Porto Rico. Provisions are nevertheless, in general, dear, notwithstanding that they have excellent kid and all sorts of wild fowl. This island has a safe and commodious harbour, with 2 natural mounds upon it, that are calculated for placing 2 batteries for the defence of its entrance. It is only about 6 or 7 leagues in circuit. There is a small fort nearly in the centre of the harbour, but it has neither ditch nor outworks; and the town, which begins about 100 yards to the W. of it, chiefly consists of only one long street. On account of water and quicksands which are met with at the depth of 3 feet, most of the houses, whilst they are built of brick and covered with tiles in the Dutch fashion, are only one story high. This island enjoys a considerable trade, especially in time of peace, in the contraband way; and privateers in time of war sell their prizes here. A large battery has been erected for its defence, mounted with 20 pieces of cannon. The lat. of the island is 18 deg. 22 min. N. and long. 64 deg. 51 min. W.

St. THOMAS Island, on the W. coast of New Mexico, is in lat. 20 deg. 10 min. N. and long. 113 deg. 5 min. W.

Port St. THOMAS, a harbour so called in the Bay of Honduras on the Spanish main, from whence the merchandise of Guatimala in New Spain is conveyed to Europe.

St. THOMAS, a town of Guiana, in South America, situated on the banks of the Oroonoko, in lat. 7 deg. 5 min. N. and long. 62 deg. 36 min. W.

St. THOME, on the coast of Coromandel in the East Indies. See *St. THOMAS* City.

St. THOME Island on the W. coast of Africa, under the Equator. See *St. THOMAS* Island.

THORNEY Bay, on the N. side of the Isle of Wight, is to the westward of Cowes about a league, between that and Newtown harbour; in which vessels

that pass through between the island and the main may bring up and come to an anchor out of the violent current of the tide, to wait for the wind or the current that suits them to proceed on their voyage. In the E. part of this bay there is 11 and 12 fathoms water; but to the westward only 6 or 7 fathoms.

THORP Ness, about 2 miles to the northward of Aldborough on the coast of Suffolk. To sail along this coast, after getting round Orford Ness to the northward, and opening Dunwich Land without the point of Thorp Ness, a course of N. N. E. half E. will clear the Suffolk shoals, and pass within Aldborough Knaps.

THOULON. See *TOULON*.

Port THOULOUSE, on the S. coast of the Island of Cape Breton, near the entrance of the strait of Fronsac or Canso, lies between a kind of gulf called Little St. Peter and the Islands of St. Peter. It is separated from the lakes to the N. E. which come in from the E. into the very heart of the island only by a very narrow neck of land. Several islands lie before the mouth of it, one of which is called Maurepas on its S. or S. W. side and serves to shelter it. This was formerly called Port St. Peter, and is 20 leagues at S. W. from Gabaron Bay.

THOUPON Island, is to the eastward of the Island of Sumatra, without the straits of Malacca, towards the straits of Banca, in the Eastern Indian Ocean.

THREE BROTHERS, are 3 islands so called in the Indian Ocean, in lat. 3 deg. 45 min. S. and long. 62 deg. 25 min. E.

THREE Brothers, are 3 islands so named in the Eastern Indian Ocean in lat. 10 deg. 42 min. N. and long. 107 deg. 59 min. E.

THREE Brothers, are 3 islands so named within the River of Iselequo on the E. coast of South America, and are the innermost of some islands in that river, from whence it spreads wide out and is navigable a great way.

THREE CASTLE Head, on the S. W. coast of Ireland, is something more than a league to the northward of Mizen Head. It is but a small point. There are 3 towers upon the strand, but they will scarcely be seen, unless a person is very near the land. The small point called Sheep's Head is 5 miles at N. by E. from it.

THREE Fryars, on the S. coast of Africa, is a broad point about 13 leagues at S. W. by W. from Point Francisco, having the Swedes Look-out betwixt them. From this point is Sheep's Bay at S. by W. and Tygers Bay 20 leagues farther to the S.

THREE HILLS Island, one of the small islands of the New Hebrides so called, in the South Pacific Ocean, to the southward of Mallicollo Island.

THREE ISLAND Bay or Harbour, on the E. coast of the Island of St. Lucia in the West Indies, is at the mouth of a small stream, before which are 3 small islands near the coast which give name to the harbour.

THREE ISLAND Bay or Harbour, in the Straits of Maghellan, at the southern extremity of the continent of South America, is on the E. shore of St. Jerom's Sound, and nearly N. from Little Harbour at the distance of almost 3 leagues. It is so named from 3 islands that lie before it; without these islands there is anchorage under the W. shore in 6 and 7 fathoms, and within them at the very bottom of the harbour in 5 fathoms, but there is only 4 fathoms between the islands.

THREE Islands, on the E. coast of Lapland, are a mark for distinguishing Orlogenefs; two of which are about 2 leagues and a half to the southward of the Ness, and the other about 2 leagues and a half to the southward of these. Ponnoy River is about half a league S. of the last island. The sand or shoal of Knock John is dry thwart of these islands and Orlogenefs.

THREE KINGS Rocks on the N. E. coast of Scotland, are about half a mile from the shore between Cromarty and Tarbet Ness; but they are above water, and to be seen.

Cape THREE POINTS, on the W. coast of Africa, is 10 leagues at E. by S. from Axim, and is so named from its appearance, because it makes in 3 points into the sea. Its lat. is 4 deg. 48 min. N. and long. 1 deg. 21 min. W. To anchor here, bring the tree which stands on the southernmost, which is the middle, point at E. S. E. and the castle on the point called Unipacke about 2 leagues from the cape at N. E. by N. and anchor in 19 fathoms pretty good ground. From hence to Acquida is 2 leagues at E. by N. There is very good water at the cape, and the best upon all

that coast; but in the rainy months, when the S. winds prevail, which is the case in several of the summer months, it is very hazardous to procure it.

Cape THREE POINTS, on the N. E. coast of South America, or Guiana, is in lat. 10 deg. 38 min. N. and long. 61 deg. 57 min. W.

Cape THREE POINTS on the E. coast of New Holland or New South Wales, is to the N. N. E. from Broken Bay, being in lat. 33 deg. 27 min. S. and long. 151 deg. 42 min. E.

THRUMB CAP Island, is a small island of the South Pacific Ocean, not being more than a mile in compass, and circular. It is in lat. 18 deg. 35 min. S. and long. 139 deg. 48 min. W. and has high water on full and change days between 11 and 12 o'clock. It is 7 leagues at N. 62 deg. W. from Lagoon Island.

THULE, of the ancients, is supposed to be meant of the Orkney Islands to the N. of Scotland, and the **ULTIMA THULE** to be intended for the islands now called Shetland Islands.

Southern THULE, in the South Atlantic Ocean, the most southerly land ever discovered, which occasioned the name, being in lat. 59 deg. 34 min. S. and long. 27 deg. 45 min. W. See **SOUTHERN Thule**.

THUMB Cap, the same as **THRUMB CAP Island**.

THUMB Shoal, in lat. 5 deg. 20 min. S. about 5 or 6 leagues at W. by N. nearly from the northernmost of the Three Brothers, in the Eastern Indian Ocean.

THURSO Bay on the N. coast of Scotland, or S. shore of Pentland Frith. The town so named is a borough of Caithnessshire, and has a considerable trade, which has of late years been greatly improved by the great and indefatigable exertions of Sir John Sinclair, Bart. president of the Board of Agriculture in England. Here are salmon and cod fisheries also, which afford employment to a great number of persons. The town is situated on the W. side of Dunnet Bay, in lat. 58 deg. 36 min. N. and long. 3 deg. 16 min. W. It is a place of some importance, being required to contribute 12 men to his majesty's navy, in aid of 20,000 to be raised in the ports of Great Britain, by a late act of parliament (1795) for the service of government.

THWART

THWART MIDDLE, is a sand or bank off the coast of Suffolk so named, because it lies between the southernmost end of the Sheepwash or Bawdfsey sand and the Long Sand Head. There is 9 fathoms upon it, so that it is not dangerous, but mentioned on account of the soundings, because there is from 10 to 12 fathoms close to it on both sides. This Middle Ground lies N. N. W. half W. and S. S. E. half E. about 7 or 8 miles in length, and is about 2 leagues from the Gunfleet Buoy; it is very narrow, and has frequently been mistaken in the night for the shoaling off the W. flat of the Sheep Wash.

St. TIAGO Island at the S. W. part of the Island of Sardinia in the Mediterranean Sea, is about 3 leagues in length from N. to S. nearly, and almost half as much in breadth, and forms the western limit of the Gulf of Palma. The island of St. Pierre is without it at N. W. by W. and between them is anchorage in from 4 to 8 fathoms. There is also anchorage within the island at the bottom of the Palma Gulf, from 3 to 10 fathoms as a ship is nearer or farther from the shore.

San TIAGO Point or Cape, on the W. coast of New Mexico, is a very rough headland at the distance of 8 leagues from the valley of Colima. On the S. E. side of this headland are two hillocks like dugs, between which and the headland is the port of Salagua.

TIBER River, is a large river of Italy, which runs from N. to S. by Perugia and Orvietano, and, after passing by the city of Rome, falls into the Mediterranean, about 15 miles below it. At its mouth, which is named Ostia, is a very indifferent port, which is only fit for small vessels, the old haven, which was formerly the port to the city of Rome, called Porto, being now spoiled and wholly useless for the purposes of shipping, lying a little to the W. of Ostia. It is 6 leagues at E. S. E. from Civita Vecchia hither; and 7 leagues from the mouth of the Tiber at S. E. by S. to Cape Antium.

Cape TIBURON is a round black rock at the S. W. point of the peninsula or western tongue of the Island of St. Domingo in the West Indies. Here is only a road, where the sea is always rough, but it affords a retreat for ships and men of war. Cape Tiburon is in lat. 23 deg.

15 min. N. and long. 74 deg. 26 min. W.

Cape TIBURON, on the coast of the Spanish main in the West Indies, or N. coast of South America, is the westernmost point of the Gulf of Darien, near the isthmus which separates North and South America. The inlet to the gulf is wide, being 10 leagues from Cape St. Sebastian.

TICAO Island, one of the Philippine Islands in the Eastern Indian Ocean, is about 8 leagues in compass, and distant 8 leagues to the N. W. of the passage between the islands which form the entrance of the Straits of Manilla, the principal city and port of the Island of Luconia.

TICKLE Harbour, on the E. coast of Newfoundland in the North Atlantic Ocean, near the coast of North America, is within Trinity Harbour, and at the distance of 15 leagues in from Bonaventure Port.

TICKLE ME QUICKLY Harbour, a name given by English seamen to a fine little sandy bay of Terra Firma on the isthmus of Darien, at the N. W. end of a reef of rocks, having good anchorage and safe landing. The extremity of the rocks on one side, and the range of the Sanballas islands which here commence on the other, serve to guard it from the sea, and form a very good harbour.

TICO Point is the most northerly point of the island of Sardinia in the Mediterranean, the breadth of which is about 2 leagues and a half.

Cape TIDELLES or DELLY's on the N. coast of Africa, and S. shore of the Mediterranean Sea, is in lat. 37 deg. 15 min. N. and long. 4 deg. 13 min. E.

TIDOR or TIDORE Island is one of the Moluccas or Clove Islands in the Eastern Indian Ocean, between 30 and 40 leagues to the E. from the Island of Celebes. It is about 2 leagues from Ternate Island, and is about 7 leagues in compass, and has a better soil. It produces cloves and flax; and its woods and rocks that surround it form a good defence. Its lat. is 1 deg. 5 min. N. and long. 126 deg. 2 min. E.

TIERRA del Espirito Santo Island, is a principal island so called of the New Hebrides in the South Pacific Ocean, being 66 miles in length and 36 in breadth. See **TERRA del Espirito Santo Island**.

Cape TIERRAVITTE, is the S. W. point of the northernmost island of New Zealand in the South Pacific Ocean, and the

the limit on that side of Cook's Straits. To the eastward of it the land trends away at S. E. by E. to Cape Palliser, and the land between them makes in Table Points, being high, and seems to form two bays.

TIFTALA Island, near the Orkney Islands, to the N. of Scotland, about which are some whirlpools or indraughts of the sea, similar to those called the Wells of Swinna. See **SWINNA**.

Cape TIGNOSE, on the S. E. coast of Spain, or N. W. shore of the Mediterranean Sea, is to the westward of the bay and harbour of Carthage, of which it may properly be deemed the western limit, being only from 2 to 3 leagues to the S. W. from the port. It is a peninsular and projecting point of land, on which is a tower.

TILBURY Fort, on the N. shore of the River Thames, opposite to Gravesend, is a regular fort, which was erected in the reign of Charles the Second. It has the largest bastions of any fort in England. It has a double moat, the innermost of which is 180 feet broad, with a good counterscarp, a covered way, ravelins and tenailles, and a platform, on which are mounted 106 pieces of cannon, from 24 to 48 pounders, besides smaller ones that are placed between them. The bastions and curtains are also planted with guns. There is also a high tower called a Blockhouse, which is said to have been erected in the time of Queen Elizabeth. There are two redoubts of brick also on the land side, and the whole level country behind can be laid under water. The foundation is laid upon piles driven down in two ranges, one over the other, which reach below the channel of the river, and the lowermost being pointed with iron, enter the solid chalk rock which extends under the bed of the Thames to the chalk hills in Kent.

TILBURY Hope, is the reach opposite to East Tilbury below Gravesend reach in the river Thames, lying in the direction of N. N. E. till it opens again eastward, the river gradually widening, and keeping nearest to the Essex shore to avoid the Blyth Sand, which runs off E. N. E. from the point, and the Middle Ground to the eastward of it, on the W. end of which is a buoy, till you approach the buoy of the Nore. See what has been said under the article of **SWANSHEET Point**.

TILLS, on the coast of Germany, are two deep balghs or creeks so named, through the flats that lie along the coast to the W. between the rivers of the Elbe and Weser, and called the South Grounds. See **SOUTH Grounds**.

The *Eastern TILL*, as its title imports, is to the eastward of the Western Till, in the direction of N. E. and lies in between the sands, having a good depth and shelter from all winds. The channel goes in E. S. E.

The *Western TILL*, in running eastward from the River Weser, and passing along by the South Grounds in from 4 to 6 fathoms, but not nearer, on ships finding from 8 to 12 fathoms and soft ground, will there be at the opening of the creek, and may run in at E. S. E. by the N. shore for shelter, being all clear and deep, and having from 12 to 13 fathoms water. It is a good road, and lies so much between the sands as to prove a shelter for all winds.

TILTIGAR, or **TITEGAR Reach**, in the River Hughly, is below Channock Reach; so called from a small village of the name by the river side at the entrance into the reach. As soon as a ship has entered Titegar Reach, it must keep the mid-channel as far as to the Slipper Tree, opposite to which is an old brick Pagod, when it must begin to edge off to the western shore, with a great tree opposite to the town of Puddrest. From thence keep the W. shore on board till a ship comes almost to the point on the same shore, and at the lower end of Slipper Reach, and then edge over to the eastern shore, with two great trees. See **SLIPPER**.

TIMO Harbour. See **SAVU**.

TIMOAN Island, in the Eastern Indian Ocean, is in lat. 2 deg. 58 min. N. and long. 104 deg. 25 min. E. to the eastward of Malacca, has wood and water, with clear ground and good anchorage almost every where round it. On the E. side of the island, at the distance of 2 miles from shore, there is anchorage in a bay in 16 fathoms. The inhabitants are Malays, and in return for any refreshments will be anxious for rupees. The variation here, in 1765, was only 38 min. W. but about 40 years before, in 1726, it was found to be 3 deg. 30 min. W. from whence may be inferred that the variation is shifting easterly in those seas. In the beginning of November

ber there was violent thunder and lightning here, as there was also at Condore Island, 127 leagues to the N. N. E. and in lat. 8 deg. 40 min. N. with calms, tornadoes, and violent rains; a strong indication that this was a wrong season to be there. A current setting S. E. at the rate of one mile an hour was here met with, but this might be occasioned by the storms, as there was then found a very high surf, and probably from the same cause.

TIMOLAN Island, in the Eastern Indian Ocean, is a small island to the W. of Borneo, in lat. about 2 deg. 0 min. N. and long. 107 deg. 15 min. E.

TIMON Island. See **TIMOAN**.

TIMOR Island, in the Eastern Indian Ocean, is about 50 leagues in length from S. W. by W. to N. E. by E. and about 13 leagues broad. The S. W. point is in lat. 10 deg. 23 min. S. and long. 123 deg. 59 min. E. Though it is low for 2 or 3 miles near the beach, except at the S. end, it is mountainous within.

TIMOR Island, a small island belonging to the Moluccas or Spice Islands is called, otherwise called **MUTIEL**, is under the equinoctial, and in long. about 126 deg. 30 min. E. and produces cloves.

TIMOR-LAUT, in the Eastern Indian Ocean, a part of which was laid down by Captain Cook, in lat. 8 deg. 10 min. S. and long. 131 deg. 50 min. E.

TIMORLAND Island, in the Eastern Indian Ocean, is to the E. of Timor Island, the N. end of which is laid down in lat. 6 deg. 45 min. S. and long. 131 deg. 30 min. E. It appears to be the same with **TIMOR-LAUT**.

TINA, **TINO**, or **TINOS** Island, in the Archipelago, is one of the Cyclades to the W. of Nicaria, being 17 miles long and 8 broad. It produces annually 16,000 lb. weight of silk. See **TINO**.

TINDEL, on the W. coast of Africa, is 18 leagues to the S. of Cape Mirrick, and is a remarkable point, having one bank of sand lying to the southward of it, and another to the eastward. The coast from hence bears southerly almost as far as to the river of Senegal.

TINGAY Island, or perhaps rather a rock, is on the E. coast of Siam, at N. or N. by E. from the straits of Singapore. It is very high and has upon it a peak, which is the highest of any in that part of the sea or land. There are

several rocks and islands about it, and it is very unsafe to venture near it. It is more usual for ships destined to China to make Pulo Aure, at 20 miles to the E. N. E. from it.

TINHOSA Island, near the coast of Aynam, or Hainan Island, on the E. part of China, but near the coast, in lat. 18 deg. 50 min. N. and long. 110 deg. 55 min. E. On its W. side there is good anchorage in a sandy bay under a very high hill. When this island bears at N. W. half N. 7 leagues in 6 fathoms water, three very high hills will be seen on the main, the westernmost of which has two hummocks upon it, and upon the easternmost there are three. The island called **Tinhosa Falso** lies off those hills, with several small islands about it, all of which are foul and dangerous. With an offing of from 6 to 7 leagues there is from 50 to 60 fathoms along this coast; but with an offing of 10 or 12 leagues there is from 70 to 80 fathoms.

TINHOSA FALSO Island, on the E. coast of the island of Hainan, is a little to the N. W. along the shore from **TINHOSA** Island, which see.

From hence towards the E. point of Hainan, or Aynam, and all the way between the two **Tinhosas**, and along the S. E. side of Hainan Island, the coast is full of little islands and dangerous rocks under water. Among these may be reckoned Islands **Tyrai**, besides great numbers that stretch near 40 miles, and some of them lying off 10 leagues to the E. from the N. E. point of Hainan.

TINI. See **TENES**.

TINIAN Island, one of the islands of the Eastern Indian Ocean, known by the name of Ladrone Islands. It is about 12 miles in length and 6 in breadth, and the soil is every where dry and healthy. The land rises in gentle slopes from the shore to the middle of the island. It has plenty of milk, white cattle, and abounds with fowls and wild hogs. Cocoa-nuts, with cabbages growing on the same tree, guavaes, limes, sweet and sour oranges, and the rhimay or bread-fruit, preferred by seamen to ship-bread, is plentiful here. This grows on all parts of the branches to the length of 7 or 8 inches, and is covered with a thick rind, and should not be quite ripe for use, but full grown. Vegetables found here as antidotes for the scurvy, are water-melon, dandelion, creeping purslain, mint, scurvy-

vy-

vy-grass, and sorrel. The climate, in addition to these advantages, is very healthful, as the rains here are not continual, but fall in refreshing showers. Though it has no streams, the water of the wells and springs is extremely good. Muskitoes and other flies, however, are very troublesome; and a small insect, called Tick, which perforates the skin, is particularly so. The island of Guam is supplied with provisions from hence; and it is a good place for ships to refresh at in their passage across the North Pacific Ocean. The anchoring place is on the S. W. side, but has not sufficient shelter against the western monsoons, about the change and full, when the wind veers about to every point of the compass, and blows so impetuously as to render the stoutest cables insecure. It is recommended to ships to lay single, so as to be able to veer out or heave in, as the wind may require, on account of the coral rocks, which is safer than mooring. It is necessary to caution seamen against the use of a very fine fish that is caught here, which is poisonous. The wild hogs are very fierce, but have been taken in snares.

The rainy season, about July and August, is very unhealthy, and anchorage at that time dangerous near this island, as the sea has a prodigious swell that makes ships roll incredibly. Saypan and Aguigan Islands, are not above 2 or 3 leagues from this island; and ships usually anchor towards the latter, to the S. W. from Tinian. About a mile and a quarter from shore, opposite to a white sandy bay, and about a quarter of a league from a reef of rocks that lies out to a good distance from shore, there is a depth of 16 fathoms over a hard sand and coral rock; and about a mile from shore and half a mile from the reef, there is 22 fathoms and sandy ground. In this last situation, the N. part of the bay will bear N. 39 deg. W. Cocoa Point will be at N. 7 deg. W. the landing place at N. E. by N. and the S. end of the island at S. 28 deg. E. but it is supposed to be a better situation somewhat more southerly. This is in lat. 14 deg. 55 min. N. and long. 145 deg. 45 min. E. but the watering place is in lat. 14 deg. 59 min. N. and the long. of the body of the island is 146 deg. E. and of the road 145 deg. 52 min. E. The variation of the compass in 1767 was 6 deg. 20 min. E.

TINKER's Gut, a small stream so called which runs into the sea on the S. E. side of Brimstone Hill on the S. W. part of the island of St. Christopher's or St. Kitt's in the West Indies.

TINKER's Island, is the second in extent of the Elizabeth Islands, not far from the entrance into Buzzard's Bay on the coast of Massachusetts in New England in North America. It is about one mile to the W. of Nashawn Island, and about 8 miles from the nearest land of the peninsula of Barnstable. It is 3 miles in length from N. to S. and about half as much in breadth from E. to W. and between this and Nashawn Island is a channel for sloops and small vessels, as there is also between it and Slokum's Island, about a mile farther to the westward.

TINKER Rock, in Plymouth Sound, near the S. W. part of the coast of Devonshire, the situation of which has been noticed already. See PLYMOUTH Sound.

TINMOUTH, is a port of the coast of Northumberland in the German Ocean, situated at the mouth of the River Tyne, about 9 miles to the E. of Newcastle. It has a very stately castle on a high rock, that is inaccessible from the side towards the sea, and is well mounted with cannon. But there is not more than 7 feet water here on the ebb of spring-tides; and though the channel is good from hence to Newcastle, a sand lies across the mouth of it called the Bar, which has dangerous rocks upon it called the Black Middins. The Trinity House at Newcastle maintain the light-houses here to prevent ships from running upon these rocky sands. It is about 3 leagues to the N. of Sunderland; and to sail into it, run along the shore until a ship comes off the mouth of the river, when the light-houses on the N. point must be brought into one, and kept in that direction, which will carry a ship clear of the sand that lies out from the larboard point of the river called the Hurd or Hard, and also of a rock called the Armitden, that lies on the N. side, until a ship is shut in. The lights may then be brought open to the southward, and so keep close by the fort on the N. shore till the ship has passed the low light, when it may anchor where it can find room or convenience. To go higher up the river, past Durtick Sand, see DURTICK, NEWCASTLE, &c.

The

The lat. of Timmouth lights and castle is 55 deg. 3 min. N. and long. 1 deg. 22 min. W. and it has high water on the days of spring-tides at 3 o'clock. The water here rises at least 14 feet, occasioned by the indraught of the Tyne, where the tide runs in very strong, and goes far up.

TINO Island, is an island of the Archipelago Sea in the Mediterranean, about 20 leagues to the W. of Samos, and is in lat. 37 deg. 35 min. N. and long. 25 deg. 31 min. E.

TIOCKEA Island, in the South Pacific Ocean, is in lat. 14 deg. 27 min. S. and long. 144 deg. 56 min. W. and one of those called George's Islands.

TREE Island, is a small island of the Hebrides so called, to the S. W. from the island of Col off the W. coast of Scotland; it is a small but rich island, and is noted for its marble quarry, and for a handsome breed of horses.

TIREPOPLIER, on the coast of Malabar in India, or the western coast of the hither peninsula of India, is beyond Tegnapatnam, to the westward of Cape Comorin, and is situated on a river that is navigable within half a league of the Dutch factory. Here is good anchorage, but in a great depth, with a grey sandy bottom.

TIRY BIRY, on the coast of Lapland, is 6 leagues to the S. E. from Kilduyn, between which is a great bay, and about a league from Kilduyn a high island named Olierrie. It is a point so named at the mouth of a very large and deep river, into which ships of any burden may go, and anchor in good sandy ground. This river first goes in to the S. and afterwards more westerly, and the easternmost point, which is the point called Tiry Biry, lies out more to sea than the other, so as to form a bay to the eastward of it, where ships may anchor in a N. W. wind. Waranin Bay is 2 leagues to the southward of the point.

TITAN Island, otherwise called CABAROS, is an island of the S. coast of France, and the easternmost of those called Hieres, in the Mediterranean.

TITCHFIELD Haven, within the mouth of Titchfield Water, on the coast of Hampshire, and nearly due E. in an oblique position from Calshot Castle, across the mouth of Southampton Water.

TITEGAR. See TILTEGAR.
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TITICATA Island, is an island of South America, on the South Pacific Ocean, belonging to the coast of Peru.

TIVY River, a river of Cardiganshire in Wales, issues from one of the small lakes that are formed in the hollows on the eastern side of the county. It first bursts its way through a very rocky tract until it forms a regular channel, and, after passing Tregarron, and arriving at the border of Caermarthenshire at Llanbeder, from thence takes a W. course and forms a boundary of the counties to the sea below Cardigan.

TOA River, in the island of Porto Rico in the West Indies, is one of the two rivers, Bajamond being the other, which discharge their waters into the harbour of Porto Rico. It rises in the Mountain Guame on the S. side of the island, at the distance of 16 leagues from the town, and, running N. in a good stream to Mount Curvas, divides into two branches, betwixt which the river of Bajamond has its source.

TOAGROOD Rock, is about a quarter of a league from Keblester's Point at N. E. by N. which point is on the S. side of the entrance of Deal's Voe, in the islands of Shetland, and about 2 miles to the northward of Brasley Island. It shews itself at half tide.

TOAHOUTU Island, is one of the two small islands, to the N. eastward from the S. end of Otaha Island, one of the Society Islands in the South Pacific Ocean. These are little more than a mile from the shore, and between them is a channel into a very good harbour within the reef, in from 25 to 16 fathoms and clear ground. See OTAHA Island.

TOANKAA Island, otherwise called TAOOKAA, is in the South Pacific Ocean, in lat. 14 deg. 30 min. S. and long. 145 deg. 9 min. W. See TAOOKAA.

TOBAGO, or TABAGO Island, in the West Indies, is one of those islands which are known under the name of Caribbee Islands, about 10 leagues to the N. of Trinidad, and 40 leagues to the S. of Barbadoes. Its length is about 32 miles, but its breadth only about 12, and its circumference about 80 miles. It abounds throughout with small hills that might be cultivated, and has a few craggy mountains at the N. E. end, out of which run numerous streams and rivers. Though it is so near to the line, the sea breezes

breezes cool and refresh the air, so as to render it very supportable to Europeans. On its coast are 10 or 12 large and convenient bays, including 2 in which the largest ships may anchor. It produces all sorts of vegetables, and has very large useful trees; whole thickets of sassafras are also found in it of a superior quality, as well as of the trees which produce the true gum copal. A bastard kind of nutmeg and cinnamon-trees are also met with in this island, and the woods abound with game and wild hogs. Though the soil is sometimes sandy, it is always black and deep, and as fruitful as in any other of the Caribbee Islands. This island, since the year 1763, has been cultivated very successfully. The town of Scarborough is on the S. side of the island; and, what serves as an additional stimulus to its improvement is, that, on account of its vicinity to the continent, it is not like the other Caribbee Islands subject to hurricanes. Its lat. is 11 deg. 16 min. N. and long. 60 deg. 30 min. W.

Little TOBAGO Island, is near the N. E. extremity of the island of Tobago in the West Indies, being about 2 miles long and 1 mile broad.

TOBAGO Island, or **TABAGO**, in the bay of Panama, on the W. coast of New Mexico, or S. of the isthmus of Darien, is about 6 leagues to the S. of the town of Panama. It has a fine fresh-water spring on its N. side; and the small town of Tobazilla is to the N. N. W. near which is anchorage for shipping. See **TABAGO**.

TOBERMORAY, a port of Scotland, probably in the Moray or Murray Frith, which, by a late act of parliament (1795) is required to send 5 men to the service of his majesty's navy.

Cape TOBOQUE, on the coast of North America, is in lat. 43 deg. 48 min. N. and long. 66 deg. 6 min. W. and has high water on full and change days at 9 o'clock. The variation here, about 20 years ago, was 12 deg. 45 min. W.

TOCHET Haven, on the N. coast of France, is a tide haven about 2 or 3 leagues to the southward of Havre de Grace. There is a beacon on the W. side of the entry, by which ships may go in, or they may find it in by the eastern shore at S. W. or S. W. by S. from the point of Seynhead, about 6 or 7 leagues

off. About 2 leagues from the entrance of the river of Caen to the S. W. are many rocks a mile or two into the sea; but ships may sail on both sides of them, though it is best to the eastward, into the Fols of Caen, which lies in a bay, and goes in almost due S. There is a shingle at the W. end, within which ships may ride, being wide and broad, and all a sandy strand; but the E. land is sand hills, and is far off flat, having 6 and 7 fathoms water on it, where ships may go in with soundings.

TODHEAD, on the E. coast of Scotland, is about 4 leagues to the N. E. from Montrose, all the way between them being good riding when the wind is off shore, but otherwise there goes a high sea which makes a foul shore. From hence to Dounesit, on the N. side of a small bay, is 2 leagues at N. E. easterly. On this part of the coast it is high water on full and change days at half past 12 o'clock or thereabouts.

TODOR SANCTO Bay, on the coast of Brazil in South America, is situated on the South Atlantic Ocean, in lat. 13 deg. 5 min. S. and long. 39 deg. 5 min. W. See **ALL SAINTS**.

TOGOMAGO Island, a small island near the island of Ivica in the Mediterranean Sea, is about a gun-shot from the N. E. point, between which and the said point is a large sandy bay, and very good ground, only taking care to avoid a sunken rock on the E. side that is seen by the breach of the sea over it. Between this rock and Togomago Island is 16 fathoms and good ground.

TOLAGA Bay, on the N. E. coast of the northern Island of New Zealand in the South Pacific Ocean, is in lat. 38 deg. 22 min. S. and long. 178 deg. 34 min. E. It has good riding with the wind at W. and regular soundings from 11 to 5 fathoms, having stiff muddy ground across the bay for about 2 miles. It is open from N. N. E. to E. S. E. and though easterly winds very seldom blow on this coast, yet when they do a great sea is thrown in. A great undertow, however, with a large river that discharges itself in the bottom of the bay, alone enable a ship to ride there. Wood and water are easily procured here, except when the wind blows hard from the eastward, being at high water-mark. Celery also, which is an excellent antiscorbutic, may be had here. There is

an island on the larboard side of the entrance into the bay, at the distance of 4 leagues and a half to the N. from Gable-end Foreland. The island close to the S. point is small and high, and close to the N. end of it, on entering the bay, are two high rocks, one of which is round, and the other long and perforated like the arches of a bridge. Within these rocks is a cove, very convenient for wooding and watering. A high rocky island also is off the N. point of the bay, and a mile without it are some rocks and breakers. It is high water here on full and change days about 6 o'clock, and rises 5 or 6 feet; and the variation about the year 1770, was 14 deg. 31 min. E.

TOLAND Bay, near the W. end of the Isle of Wight, is within the island at E. N. E. from the Needles Rocks off the western extremity. Between them is Allum Bay; and Weston Point and Warden Ledge are farther to the N. E.

TOLAR Cape, on the Island of Sardinia in the Mediterranean, is 3 leagues to the E. from the Rock Vaca, being the W. point of the Bay of Rosa. It is a high and ragged point, and to the E. of it is a sandy bay, where there is even ground, and in westerly winds a good road. From Point Tolar to the Island of Rosa is 2 leagues to the N. E. Its lat. is 38 deg. 50 min. N. and long. 9 deg. 7 min. E.

TOLARI Island, near the N. point of the Island of Corsica in the Mediterranean Sea, for which see CORSO.

TOLARI Island, on the N. E. part of the Island of Sardinia in the Mediterranean, is due E. from Cape Tarranova, or the S. E. point of the gulf or inlet of that name. See TERRANOVA.

TOLÉN Island, belonging to Zealand, one of the states of Holland, the capital of which is of the same name. It is situated on a canal which separates Zealand from Brabant, and is 5 miles to the N. W. from Bergen op Zoom, in lat. 51 deg. 30 min. N. and long. 4 deg. 20 min. E. This island was sometimes called Tortolen, as well as the city or town, and received the name of Tolen from the toll that was formerly paid here by order of the Counts of Zealand. It has an arsenal which is at the entrance of its small harbour, and a magazine for powder.

TOLESBURG, is a small sea port town of Livonia in Sweden, situated on the N. coast of the Gulf of Finland. It is 20 leagues to the W. of Narva, and in lat.

59 deg. 38 min. N. and long. 26 deg. 4 min. E.

Porto TALOMETA, on the N. coast of Barbary, or S. shore of the Mediterranean Sea, is to the S. W. from Cape Razat or Rulata, and nearly due S. from the S. W. point of the peninsula of the Morea.

TOLU, is a town of Terra Firma, on the N. coast of South America, having a harbour on a bay of the N. Sea. The ballam of the same name comes from it, being about 38 leagues to the S. W. from Carthagena, and in lat. 9 deg. 36 min. N. and long. 75 deg. 22 min. W.

TOMACO River, is a large river of Popayan and Terra Firma, on the N. coast of South America, and 3 leagues to the N. E. of Galla Island. About a league and a half within the river is an Indian town of the same name, the inhabitants of which usually supply small vessels that put in here with provisions. At this river begins a great wood which extends for 10 or 12 leagues to the southward. Along the coast are also several rivers, at the heads of which both the Indians and Spaniards look for gold that washes down from the mountains. From April to October, the season is very rainy; and continual thunder and lightning, rain, and violent tornadoes, are found to the northward along the coast of Mexico. The land-marks here are, that the land is higher than the coasts of Gorgona, and very full of hills and trees; one hill in particular is distinguishable from all the rest, as being very high.

TOMAHAWK Island, on the E. coast of Patagonia in South America, is an island which was so named by Sir John Narborough in 1677, about 8 leagues to the N. E. from Seal's Bay.

TOMB River, in the Island of Mauritius or Island of France, in the Indian Ocean, is one of the limits of Turtle Bay, as Turtle River is the other. See TURTLE Bay.

TOMBA River, on the coast of Peru, or W. coast of South America, in the South Pacific Ocean, is between the port of Hilo and the River of Xuly or Chuly. There is anchorage against this river in 20 fathoms and clean ground; the coast is all bold and the land high, only that there is a gap of low land about a league in length, by which the place may be known off at sea. The lat. is about 17 deg. 50 min. S.

TOMBELAINE Island, is a small island so named, having a town also of the same name on the coast of Normandy in France. It is on a small gulf between Avranches and St. Maloes; which, as well as the Island of St. Michael, is every day joined at low water to the main land.

TOMBERLICK, TUMBERLEY, or COCKELEY, near the mouth of the River Hughly in the East Indies, for which see **COCKELEY**.

TOMBEZ, on the coast of Peru, or W. coast of South America, on the South Pacific Ocean, is at midway between Cape Blanco and Santo Clara Island, in the direction of N. by E. and N. N. E. The mountains of Tombez begin about 2 leagues to the southward of Point Mero, which is 10 leagues distant from Cape Blanco, and 2 leagues more to Tombez. There is double land along great part of this coast, and about the midway some very high mountains, called Sierra de Mancora, that lie far up the country from the coast. Under that part of these mountains which lies next the sea, there is a small bay with a white sandy coast, and to the southward of the bay is a high point, and a little to the leeward of that point is another very fine and curious bay, where there is safe anchorage in very good ground, and in any depth of water. At the other part of that high shore comes in the River of Tombez. The mountains of Tombez run along the coast as far as Punta del Mero; and then the land next to the sea is flat and low, though the country within is high and mountainous.

TOMBEZ River, already mentioned under Tombez, is on the coast of Peru; its channel is known by a tree that exceeds in height any other in the country, and stands just at the entrance of the river. To go in, be careful not to come too near to the lowest point of the entrance, because there is a shoal that shoots off from that point, and runs into the sea more than a league. From this river to the Island of Santa Clara is 6 leagues to N. N. E. but the mountains of Tombez are so high, that they may be seen out to sea for 10 leagues beyond that island.

Cape TOMLINSON, a cape so named in some of our very imperfect charts of Hudson's Bay in North America. It is represented as on the W. shore of that part of the bay called the Welcome Sea,

and the southern Cape of Chesterfield's Inlet.

TOMOCAYO Point, is the northern cape of the port of Ancon, and about half a league distant from the S. cape called Mulatto, which is 5 or 6 leagues to the N. from Cadavaylo River, on the coast of Peru in South America, and on the South Pacific Ocean. See **ANCON** and **MULATTO**.

TOMOON Island, is the northernmost of the islands called Pefang, along the E. coast of the peninsula of Malacca in the Eastern Indian Ocean; and it is also the largest, where ships may ride in several places with the greatest safety. It has a bay at its S. end, with a town before it bearing its name of Pefang; and there is good anchorage before the town, and good watering also on the island. There is from 18 to 20 fathoms all the way between Aure Island and this island.

TOMSA, is one of the places between Point Tindel and Senegal River, on the W. coast of Africa, but of no use in navigation.

TONDELO River, at the bottom of Campeachy Gulf in the S. W. part of the great Gulf of Mexico, is 5 leagues due W. from St. Anne's, the shore being all the way a clean strand, and the land woody and low, so that it cannot be seen to a greater distance than 4 or 5 leagues. This river is navigable for barges and other vessels of from 50 to 60 tons, though there is a bar at the entrance; but the channel is deep and crooked, and full of short reaches, so that there are several good anchoring places under the points. At the entrance of the river there is a spit of sand that runs off from the W. point, so as to render it necessary for vessels going in to keep the E. point on board; and when a vessel has passed the bar there is a fair channel for 3 or 4 leagues, and large periaguas can go up many leagues farther. It is 8 leagues due W. from the River of Tondelo to Guasickwalp.

TONDEREN, on the coast of Germany, is within the deeps or channels that lie in towards the main between Ameren Island and the Islands of Silt and Rem. It is in the duchy of Sleswick and belongs to Denmark, being situated on the River Widaw, in a fertile country, and on a bay of the German Ocean. It is 25 miles to the S. E. from Rypen, and 30 to the N. W.

N. W. of Sleswick; and is in lat. 55 deg. 58 min. N. and long. 9 deg. 46 min. E. Pilots must be taken at some of these islands to go in to Tonderen, Butfloot, and other places on the coast of the main. See SILT.

TONGATABOO Island in the South Pacific Ocean, is one of the Friendly Islands, about 20 leagues in circuit, but somewhat oblong, and broadest at the E. end. Its greatest length is from E. to W. The S. coast is straight, and consists of coral rocks of 8 or 10 feet in perpendicular height; and the whole of the N. coast is environed with shoals and islands, and the shore is very low and sandy. Here is the best harbour or anchoring place to be found among all these islands. The land is nearly of an equal height, not exceeding any where from 60 to 80 feet above the level of the sea. All the island is laid out with plantations, between which are roads or lanes for travelling, dispersed in a very judicious manner for opening an easy communication from one part of the island to another. Its lat. is 21 deg. 9 min. S. and long. 174 deg. 46 min. W. The variation observed here in 1777 was 9 deg. 53 min. E.

There is a channel within the reef of rocks at the N. E. corner of the island, and anchorage under the shore at that part in 45 fathoms, about two cables length from the reef that runs along that side of the island. To enter the harbour by the eastern channel, steer for the N. E. point of the island, and keep along the N. shore, with the small islands on the starboard, until a ship has come to the length of the E. point of the entrance into the lagoon or lake; then edge over for the reef of the small islands, and, on following its direction, it will conduct a ship through between the 4th and 5th islands, called Makkahaa and Monooafai, that will be seen to lie off the W. point of the lagoon. There is also a passage in between the third and 4th islands, or between Pangimodoo and Monooafai, but it is much narrower than the other. A very strong tide runs in both channels, and the flood comes in from the N. W. and the ebb returning the same way. As soon as a ship is through either of these channels, haul in for the shore of the main island, and anchor between it and Pangimodoo, or the third of the small islands before a creek that leads into the lagoon.

TONGE River, on the S. coast of Africa, is to the southward of Cape Benguela, where there is from 20 to 25 fathoms, and muddy ground. Hens Bay is near it on the same side of the cape.

TONGUE BANK Buoy, in the Queen's Channel near the S. shore of the River Thames, is a white buoy about a league at E. by N. half N. from the Pan Patch buoy, but at E. half N. only from abreast of that buoy distant a quarter of a mile, to the mid channel between the Tongue and Wedge-Buoys in from 5 to 9 fathoms, and about 2 miles at N. by E. half E. from the red buoy of the Wedge. The nearest single thwart mark for these buoys is Mount Pleasant on Seed mill at S. by E. half E. The Tongue and Wedge lie both of them about a mile in length from W. by S. half S. to E. by N. half N. nearly. There is 2 fathoms water on the Tongue, though but one foot on the Wedge. From the mid-channel between the buoys the course is about E. half N. for 2 miles till a ship is abreast of the North Spitt Buoy, about three-quarters of a mile from it at N. by W. half W. and in 11 fathoms.

TONGUEY. See LONGUEY.

TONIKAKY Island in the Eastern Indian Ocean, is in lat. 5 deg. 31 min. S. and long. 117 deg. 17 min. E. At this island in 1777 the variation was only 1 deg. W.

TONMAS STONES Rock, a mark for riding before Exmouth on the S. coast of Devonshire in the English Channel, at the S. end of the beach. Bring this rock at S. or S. by E. and there will be 7 or 8 fathoms and good ground, and ships will there lie land-locked against southerly winds.

TONNINGEN, is a town of the duchy of Sleswick, on the coast of Germany, belonging to Denmark, and situated on a peninsula formed by the river of Eyder, where there is a commodious harbour. It is 25 miles to the S. W. from Sleswick, and 58 to the N. W. from Hainburgh; and is in lat 54 deg. 30 min. N. and long. 9 deg. 10 min. E.

TONQUIN Gulf, on the coast of China, in the Eastern Indian Ocean, runs up a long way to the N. W. from the E. part of the coast of Cambodia, at the farther end of which by the turning of the coast to the E. southerly, with the island of Aynam or Hainan, a large gulf is formed on this coast, which receives its name from the country which it bounds.

TONQUIN

TONQUIN River, in the gulf of its name, on the E. coast of China, is in lat. 20 deg. 47 min. N. and long. 106 deg. 55 min. E.

TONSBERG, is a sea port of Norway, in the province of Aggerhuys, about 10 leagues to the W. of Frederickstadt, and is subject to Denmark. Its lat. is 58 deg. 50 min. N. and long. 10 deg. 20 min. E.

TONTINGUET, or **TONTINGUET** Point, on the W. coast of France, is a mark to be noticed by ships steering to the southward from St. Matthew's Point, which is due W. from Brest Harbour, to Bec du Ras, a distance of 5 leagues and a half at S. half E. The Porquet, Geomant, and Vendree will be avoided by getting the mill on the E. point of Conquet haven over St. Matthew's Point a little to the westward of the abbey, and keeping them so by steering S. by E. until Crodon bears due E. The Bas du Lis must then be avoided by steering a little more easterly until the land on the E. side of Camaret Bay be shut behind Tontinguet Point.

Cape TONTORAL, on the coast of Chili in South America, and on the South Pacific Ocean, is in lat. 27 deg. 30 min. S. being 15 leagues to the N. of Guafo; and to the N. or N. by W. from the cape is 25 leagues, having the Baia Salada or Salt Bay between, at the distance of 10 leagues from the cape.

TONYN Islands, of the Dutch, are in the Eastern Indian Ocean, and extend from S. by E. to N. by W. When the two westernmost of these islands are in one at N. by W. there is a shoal about 4 miles from the nearest, which stretches to the S. and W. all round the two westernmost of these 3 islands for near 6 miles. There is no danger about the easternmost island, and there is a free channel between it and the other two. The easternmost and westernmost are in lat. 5 deg. 31 min. S. at the distance of 11 miles, and are distant 34 and 45 miles respectively to the W. from Tonikaky Island.

TOOBAAE Island, one of the small islands belonging to the Society Islands in the South Pacific Ocean. See **TOOBOUAI**.

TOOBOUAI or **TOUBOUAI** Island is a small island of the South Pacific Ocean, and one of those called Society Islands, being not more across it in any part than 3 or 6 miles. Though it is so small, it

contains some hills of a considerable elevation; and at the foot of it is a narrow border of flat land, extending almost all round the island, edged with a white sandy beach. Its hills are covered with herbage, excepting a few rocky cliffs, with patches of trees interspersed to their summits. This island is said to be plentifully stocked with hogs and fowls, and to produce the several kinds of fruits and roots that are to be met with at the other islands in this neighbourhood. Its lat. is 23 deg. 25 min. S. and long. 149 deg. 23 min. W. Excepting a small inlet on the N. W. where there are soundings, it is wholly surrounded with rocks. About half a mile from the reef of rocks on the N. W. or lee side of the island is from 40 to 35 fathoms water over a bottom of fine sand, but nearer in there are coral rocks.

TOPORSHOTIE Island, in the Eastern Indian Ocean, is not very far from the eastern coast of Asia, to the N. E. of the mouths of the River Cambodia, or the coast of Tiompa, as it is called, and one of the numerous islands that lie along off from the main, and require the utmost caution and attention.

TOPPENA, near Constantinople, the station which ships generally take, when they are about to leave that port, to enable them to take the advantage of a northerly wind with the current to sail from thence down the European side of the straits or Gulf of Marmora. See **CONSTANTINOPLE**.

TOPSHAM, a pretty good town of Devonshire, within the bar of Exmouth, is the port town to the city of Exeter, and about 5 miles from it. It is in lat. 50 deg. 39 min. N. and long. 3 deg. 26 min. W. See **EXMOUTH**.

TORBAY, a noted road or rendezvous for the navy of England, where in case of westerly winds, large fleets have sometimes rode for several weeks. It is on the S. coast of Devonshire, about 2 leagues to the eastward of Dartmouth. To go into the bay, bring the W. point of it called Berry Head, at S. by E. or S. S. E. and there anchor in 7 or 8 fathoms, where ships will lie land-locked for S. and S. W. winds. In this bay are two piers, where small vessels lie aground. At the N. E. part of this bay is the tide haven also of Tormoune. The direction of the flood-tide along this coast is E. N. E. and the ebb the contrary way. Its lat,

lat. is 50 deg. 28 min. N. and long. 3 deg. 41 min. W. and has high water on full and change days at a quarter past 6 o'clock.

TORBAY, on the E. coast of Newfoundland, is to the N. W. of the bay of St. John's, the point called Red Point being the N. W. limit of the latter, and the S. E. limit of the former. Red Cape is the N. E. point of Torbay.

TORBOY, on the W. coast of Ireland, a narrow haven so called, which runs in to the N. E. between Achill Islands on the S. and Black Harbour to the N. W.

TORCELLO, or **TORKELLO** Island, belonging to the duchy of Venice, in the Adriatic Sea or gulf of Venice in the Mediterranean, containing a small city or town of the same name, where there is a good road for ships on the N. E. shore of the gulf. It is 7 miles to the N. of Venice, in a very unwholesome situation, and in lat. 45 deg. 32 min. N. and long. 12 deg. 9 min. E.

TORELLA de Mongris, is a sea port town of Spain in Catalonia, so called. It is at the mouth of the River Ter in the Mediterranean, and about 16 leagues to the S. by E. from Perpignan, in lat. 41 deg. 55 min. N. and long. 3 deg. 18 min. E.

TORES, or **TERRES** Bay, is near the N. W. part of the coast of Spain, and 3 leagues to the S. E. from Cape Pinas. It is also about a league to the westward of Gion, and is a good road for a S. W. and W. wind in 8 or 9 fathoms. On the point of it stands a tower of considerable height.

Porto de TORES, on the coast of Spain in the Mediterranean, is 2 leagues to the W. of Almunecar, and 13 leagues to the E. of Old Malaga. It is a point of land, on which is a fire-tower.

TORIANE Cape, on the N. W. part of the coast of Spain, is 3 leagues to the N. of Cape Finisterre, and 4 leagues S. W. from Cape Belem. Ships may anchor near it to the eastward of a great rock, in 6 or 7 fathoms; there being here a great bay which goes far into the land, and on the N. side of the bay are some rocks under water, which require care and attention.

Cape TORMENT, in the river of St. Lawrence in North America, is on the N. shore, at the distance of 4 miles from

the N. E. end of the island of Orleans. It is a very high promontory, and terminates a chain of mountains that runs 400 leagues to the W. from it, being about 6 leagues at S. W. by S. from the Island de Coudres.

TORMENTELLI Cape, is the most northerly point of the island of Majorca in the Mediterranean Sea. From hence to Cape Bajole, the most northerly cape of the island of Minorca, it is 10 leagues, at N. N. E.

TORMENTIN Cape, in the sound between the island of St. John's and the main of Nova Scotia in North America, is the N. point of Bay Vert, or Green Bay, on the main, on the W. side of the sound. It is due W. from Governor's Island on the S. side of the island of St. John's, within a gulf or bay of the sound.

TORMOUNE Haven, in the N. E. part of Torbay on the S. coast of Devonshire in the English Channel, is a tide haven, before which is good anchor ground in 4 or 5 fathoms.

TORNEA, the principal or capital of a district of Sweden so called, situated on a small island formed by a river of the same name at the bottom of the Gulf of Bothnia, 400 miles to the N. of Stockholm. It has a good harbour, and is a place of some trade, as the Laplanders bring hither their skins and other things to exchange for what they want. It is on the northern shore of a gulf so called, and in lat. 65 deg. 51 min. N. and long. 24 deg. 12 min. E.

TORNEA River. See the preceding article. It rises in the mountains of Norwegian Lapmark, and then runs through the province of the same name in Lapland, and discharges itself in the gulf of Bothnia.

TORO Rock, near the S. end of the island of Sardinia in the Mediterranean, is 26 leagues at N. by W. or N. N. W. from the island of Gallita, near the coast of Africa.

TORO Mount, in the island of Minorca in the Mediterranean Sea, is a conspicuous object to ships sailing near the island. Fornelles Harbour, on the N. side of the island a little easterly, is about 6 leagues to the N. of it; and there is a large harbour to the E. of the said mount.

St. TORP, to the eastward of the Heiges Islands on the S. coast of France, and

and N. shore of the Mediterranean, is a small place in the bottom of a bay of the same name, between the two capes of the gulf of Trievul. To go in there, keep the W. shore on board, and near half a league to the E. of Cape de Lard, or the W. point of the gulf of Trievul, are two rocks in the way that must be left on the larboard side. Run in betwixt them and the main; and within them is from 7 to 8 fathoms, and from 15 to 20 without.

TORRES, on the N. W. part of the coast of Spain. See **TORES**.

TORRINGTON, or BEDFORD'S Bay, in Nova Scotia, in North America. See BEDFORD'S Bay.

TORTA Cape, on the coast of Brazil in South America, is N. from the fort of St. Maria, on the E. coast of the channel or strait of Tapyroza, in the gulf of Maranhao.

Cape TORTAS is the E. point of the bay of Tunis on the N. coast of Africa, and 7 leagues to the S. E. from Cape Carthage or the W. point of the bay. There is good anchorage on the E. side under this cape. Cape Bona is 8 leagues to the N. E. from it. See **TUNIS**.

TORTOISES River, in North America, is 10 miles above a lake that is formed by the Mississippi River, in Louisiana and Florida, which lake is 20 miles long and 8 or 10 broad. It is a large fine river, that runs into the country a good way to the N. E. and is navigable 40 miles by the largest boats.

TORTOLA Island, is one of the Virgin Islands near the island of Porto Rico in the West Indies. The small islands of Jost Vandykes, Little Vandykes, Guana, Beef, and Thatch, are dependent upon it; but this island manages the principal trade, and is near 6 leagues long and 2 broad. It is but badly watered, and is deemed unhealthy; but they cultivate cotton here, which is much esteemed by the manufacturers. It also produces some good sugar and rum. The entrance into the harbour is on the E. of the island. It is in lat. 18 deg. 15 min. N. and long. 64 deg. 35 min. W.

Alfraqe of TORTOSA, is a fair strand which extends for 3 leagues towards Vinerora to the S. W. from the mouth of the river of Tortosa or Ebro. See ALFRAQUE Bay.

TORTOSA River, otherwise called the

Ebro, is on the coast of Spain in the Mediterranean, to the N. E. northerly from the gulf of Valencia. This river rises in Guipuscoa, within 10 leagues of the bay of Biscay, traverses almost all Spain, and, after a course of more than 700 miles, and receiving all the rivers of Catalonia and Arragon, discharges its waters into the sea by four channels. The stream is so rapid, that no boats can stem the force of it, otherwise good ships might go up it as far as Tortosa city, which is 4 leagues from the sea.

TORTOSA River, on the coast of Syria, is nearly due E. a little southerly from Cape St. Andrew, or the most easterly point of the island of Cyprus in the Levant Sea, or eastern part of the Mediterranean. It is nearly at midway between Antiochia on the N. and Tripoli on the S. It is in lat. 35 deg. 4 min. N. and long. 36 deg. 15 min. E.

Dry TORTUGAS, are certain shoals so called, to the westward, a little southerly from Cape Florida, or the S. point of Florida in North America. They are in lat. 24 deg. 15 min. N. and long. 83 deg. 32 min. W. and the variation here, about 20 years ago, was 6 deg. 40 min. E. above a degree more to the E. than at Cape Florida, though it has not quite 3 deg. more of westerly longitude.

TORTUGAS Harbour, TURTLES Harbour, or Barracco de TORTUGAS, on the coast of Brazil in South America, is 60 leagues at E. S. E. from the point or cape of Arbralec, or Des Arbres Sec, the shore being flat all the way from the gulf of Maranhao. Hence the fairway of the coast must not be nearer than from 4 to 3 leagues, nor is there any anchorage but in the open sea upon all the coast, except in two or three particular places, that would scarcely be found out by a stranger from the most particular directions that could possibly be given. If a ship, therefore, is blown upon this coast, and is unacquainted, it would be advisable to take a pilot at Maranhao. There is very good anchorage in this Barra de Tortugas, or Turtle Harbour, in from 5 to 7 fathoms and good ground. But the flats on the shore stretch out far into the sea, and make the mouth of the harbour very narrow, so that ships must found their way in, as no pilots are to be expected here.

On leaving this harbour, stretch away

to sea in the direction of N. E. by E. for 6 or 7 leagues, to get without a long shoal that ranges along the shore for 12 or 13 leagues. When a ship is clear of this long bank of sand, it may steer away E. and E. by S. for the Bahia Baxas, which is 30 leagues distant from Tortugas Harbour. Punta des Baxas, or the Low Point, is between them, being distant from Tortugas 18 leagues, and from the Bahia 12 leagues.

But there is a channel within the long bank from Turtle Harbour, and several rivers and openings that seem to have good anchoring places in them, and by the breadth of their waters to be navigable far up; but it is an unfrequented coast, and a stranger would do well not to entangle himself with these shoals, as the passage out at the E. end of the long bank is very narrow and dangerous; and there are also other shoals beyond it, and a flat shore also running out from the main, which together almost shut in the passage at that end.

TORTUGAS Island, so called from the great number of tortoises that are found near it, is not far from the N. W. part of the island of Hispaniola or St. Domingo in the West Indies, being about 8 leagues in length and 2 in breadth. It enjoys a pure air, but has no rivers, and but few springs, yet its plains are fertile. The N. coast is almost inaccessible; but on the S. coast there is an excellent harbour which is commanded by a rock. This island is full of tall palms and other trees, and produces tobacco, yellow sanders, guaiacum, gum-elemi, china-root, aloes, sugar, indigo, cotton, ginger, oranges, citrons, apricots, bananas, and most of the fruits that grow on the other islands. Their land and sea crabs, though abundant, must not be eaten too freely, as they occasion giddiness and dimness of sight. The harbour is capable of receiving large ships, into which are two channels, and it is situated at the bottom of a deep bay in the part of the country called the Low Lands. It is difficult for ships to enter, but very safe when they are in, and is in lat. 20 deg. 10 min. N. and long. 73 deg. 15 min. W.

TORTUGAS Island, sometimes called *Sal TORTUGA*, to distinguish it from that on the N. of St. Domingo Island, and from the shoals of Dry Tortugas

near Cape Florida, is about 30 miles in circumference, and is near the W. end of New Andalusia and Terra Firma. Though pretty large, and abounding with salt, it is uninhabited, and lies in lat. 11 deg. 36 min. N. and long. 65 deg. 0 min. W. at the distance of about 14 leagues to the W. from the island of Margaritta, and 17 or 18 from Cape Blanco on the main. The E. end of the island is full of rugged, bare, and broken rocks, which stretch themselves a little way out to sea; and at the S. E. part is an indifferently good road for shipping, that is much frequented by mercantile vessels in time of peace, which come hither to load salt from May till August, as there is a large salt-pond at the E. end within 200 paces, or about 340 yards of the sea. There is a small harbour and some fresh water at the W. end on the S. side; which part of the island is full of shrubby trees, but the E. end is bare of trees and rocky. The turtles come into the sandy bays to lay their eggs, from whence the island received its name. It is proper to observe, that there is no anchoring place any where about it but in the road where the salt-ponds are, and in the harbour. The island of Orchilla is 15 or 16 leagues to the N. W. of it.

N. B. There are many islands of the name of Tortuga, along the N. coast of South America.

TORTUGAS Point, on the coast of Chili, on the W. coast of South America, and in the South Pacific Ocean, is the S. point of the port of Coquimbo; and to go in, ships keep as close to this point as they can, because it is to windward, and it would be difficult to get into the road which is just under the lee of the point, if ships should go large off. On this account of keeping to windward it is that they venture through between the two islands to the westward of this point called Paxaro de Ninno; nor is it difficult indeed, as these rocks are so bold that ships run in within a boat's length of them, as is done by choice to gain the road the easier. The Pajaros Islands, or Islands of Birds, are to the N. W. from the bay of Coquimbo, and 7 or 8 leagues from the Point de Tortugas.

TORTUGAS Road, round the point of the same name on the coast of Chili in South America, to leeward of it. Here ships may ride in from 6 to 10 fathoms

over a bottom of black sand, near a rock called the Tortugas, which is about 2 fathoms long, and about 1 fathom above water, and shaped like a Tortoise, from which it takes its name. Ships will be well sheltered here from all winds by shutting in the Tortugas Point with the opposite point called the Point du Noort; by which means the swell or rolling of the sea will be kept off, and the land will be seen on all sides. This road, thus effectually sheltered, will not contain more than from 20 to 30 ships; though there is water enough every where, and the bay is large enough also, with a good bottom, but the ships neither ride so easy nor so safe when the points are not shut in. Ships may careen also on the Tortugas Rock, if they are not of greater burden than 200 ton, as there is a depth of 2 fathoms close by it on the lowest ebb. Wood and water, however, are wanting, the former only consisting of some bushes, and the latter being brackish; and though the town is opposite to the road, the surge of the sea runs so high that no boats can land nearer than 2 leagues at S. S. E. from the town. From this landing place, where boats go in easy, persons must walk to the town by land.

TORY Island, on the N. W. coast of Ireland, is to the W. N. W. from Cape Horn, and due N. from the 4 islands called the Islands of Ballynecs. It is also called the Island of Thieves. Between this island and the Ballynecs Islands there is a channel, and a good road within the rocks in the passage, with security against southerly or easterly winds. It is in lat. 55 deg. 9 min. N. and long. 8 deg. 55 min. W.

TOSA, a small sea port of Catalonia in Spain on the Mediterranean sea, at the bottom of a bay which makes a good harbour, where vessels are sheltered from all winds except from the S. W. It is partly on a plain, and partly on a steep hill that advances into the sea; and on the top of the hill nearer the sea is a strong castle with some fortifications. It is 12 leagues to the N. E. from Barcelona, and in lat. 41 deg. 42 min. N. and long. 2 deg. 54 min. E.

POSTA Ridge, on the W. coast of New Mexico, is a high level or ridge of land that begins from the River of Realejo, and runs along with the sea for 3 leagues in length, plain on the top, and smooth

like a carpet, but a little rounding in the middle. The volcano of Telica is seen over this ridge to the N. N. E. From the northernmost end of this ledge it is 4 leagues to Realejo in the direction of N. W. and S. E. the shore being flat and low, but the water deep and the ground clean from rocks or shoals.

TOSTA River, is 8 leagues to the S. E. of Realejo, and is a fresh water river near Port St. John, in the height of the hill de Leon, where water is easily procured, as it is not blocked up with mangroves, neither is there so great a swell of the sea as to render it incommodious.

TOTLAND Bay, in the Isle of Wight, for which see TULAND.

TOTAL, a Creek of the coast of Chili so named, before which is an island of the same name. It is to the southward of the port of Guasco 12 leagues, and lies in the midway between a certain high cape with a mountain upon it, called Sierra Prieto, and a low point which is the southernmost land of the Salt Bay. It must be observed that Tontoral Cape is 15 leagues to the N. of Guasco.

Cape TOUCH, is the S. W. point of the Island of Minorca in the Mediterranean, from which the land trends one way to the N. easterly, and the other to E. S. E.

TOULINGUET Passage or Channel, is the channel between the E. end of the rocky shoals running out to sea W. from Cape Camaret, which lies to the S. W. from the mouth of Brest harbour on the main. It is so named from the easternmost of those shoals; and the channel from the northward, on account of a bank that runs off from the point of the main, is at some distance from the point of the main, and goes in S. E. and then S. along by the shore of Camaret.

TOULON or THOULON, on the S. coast of France, and in the Mediterranean, is a pretty large town, having one of the most spacious and secure ports in Europe. The largest ships of the French navy are here built and stationed; and there is an arsenal that is furnished with all kinds of naval stores, with yards and docks, and the whole well fortified. It is about 14 leagues to the S. E. from Marseilles. The town is divided into the Old and New Quarter, and the harbour, respecting these two quarters, is distinguished by the names of the Old Port or

or Merchant's Port, and the New Port, or King's Port, though the latter appellation is now abolished. A noble quay extends along the Merchant's Haven, which is protected by two moles; and in the front of this haven is an arsenal, with every necessary building and other places for constructing and fitting out vessels. Both the Old and New Port have an outlet into the spacious outer road or harbour, which is surrounded by hills and is almost circular, and of very great extent. The rope-walk here is of surprizing length, and is 2 stories high, and vaulted above. This town is impregnable by sea, as only one ship can enter the harbour at a time, which is also defended on each side by a fort with strong batteries; and the road is the best and largest on the whole coast of the Mediterranean. The two roads for shipping taken together are 4 miles long and a mile broad, and the entrance from the sea is perfectly safe, the bottom of the Little Road, which is the innermost to the N. W. being so very good, that a ship will neither run any hazard or experience damage by being a-ground. Neither can any storm injure the ships in the road, on account of its being so well covered.

On approaching the coast to go into the Great Road, it may be observed that round the N. point of the land of the peninsula on the S. part of the Great Road, and N. of Cape Cepet, there are soundings from 10 to 25 fathoms pretty near the shore; but within the road on the S. shore there is but 2 fathoms near the land, from whence it trends S. W. into St. George's Creek, where there is from 8 to 15 fathoms. Within the creek is from 9 to 2 fathoms, and off the W. point or limit of the creek from 6 to 3 fathoms, and farther N. from 10 to 20 fathoms. From this Point to Balaguier Tower is from 3 to 7 and 9 fathoms, and farther down that bay only 2 fathoms. The entrance into the Little Road from Eagle's Tower to the Great Tower has from 3 to 12 and 14 fathoms; but under the Great Tower there is only 2 fathoms which extends along the coast to the N. E. as far as to Fort St. Louis. From thence along the shore to Cape Brun, there are in some places 3 and in others 4 fathoms; but farther off from the land there is from 7 to 10 fathoms. In the Little Road round the Great Tower northward to the town

there is from 3 to 8 fathoms near the shore, and farther to the W. are various soundings, but none more than 10 fathoms, and near the W. shore only 2 fathoms or even one fathom. The lat. of Toulon is 43 deg. 7 min. N. and long. 5 deg. 57 min. E.

TOULOUSE Port, on the Coast of Cape Breton Island. See **THOULOUSE**.

TOUPOA Island, a very small island of the Eastern Indian Ocean, to the eastward of the island of Sumatra, is a little N. of the island of Taya. The latter is situated 12 leagues at S. by W. from Lingen Island.

Point TOUR de Terre, a limit for good soundings near the W. side of the Island of Oleron on the W. coast of France, between the S. point of Oleron and to the northward of this point, in 3, 4, or 5 fathoms water. It is the more necessary to notice this, because that for above 2 leagues to the southward of a road which is a little northward of the bank of Sablere and the great bank of Choere, the shoal water reaches half a league from shore for an extent of more than 2 leagues.

Cape TOURON, on the southern part of the coast of Tonquin Gulf, in the Eastern Indian Ocean, is in lat. 16 deg. 40 min. N. and long. 108 deg. 40 min. E.

TOUTECORIN, in the Island of Madure in the Gulf of Manara, has a beautiful sea port; between this, which is situated on a flat, and the Island of Ceylon is the pearl fishery. See **TUTCORYN**.

TOWAN Bay, on the N. coast of Cornwall, is an inlet of the land to the S. W. from the point or entrance to Padstow Haven, to the eastward of a point of the same name. To the E. of the point in the bay, ships may ride safe in from 8 to 12 fathoms, free from a S. or E. wind.

TOWAN Cove, is just on the W. side of St Agnes on the N. W. coast of Cornwall, almost at midway between St. Ives and Towan Point.

TOWAN Point, on the N. W. coast of Cornwall is the W. point of Towan Bay; Pencarn Point is to the N. N. E. of it towards Padstow. This is the easternmost of the 4 points that are distinctly seen on this part of the coast; between the two middlemost of which is the small bay or haven of the Gannel. See **PENTIRE**.

TOWER Islands, on the W. coast of the peninsula of Malacca, and near the eastern shore of the gulf or bay of Bengal, a group of small islands so named, situated in lat. 11 deg. 20 min. N. and long. 96 deg. E.

Cape TOWNSHEND, on the N. E. part of the coast of New Holland or New South Wales in the South Pacific Ocean, to the westward of which is a large and deep bay, is in lat. 22 deg. 15 min. S. and long. 150 deg. 17 min. E. The S. E. part of the cape is called **Island Head** from an island which lies off it to the N. and **Shoal Water Bay** is to the W. of the cape. The land from it runs away to the S. W. half S. and ships may run within the numerous islands to the westward, but with caution, as it is shoaly almost every way.

Towy River, in Carmarthenshire, and the principal river of the county, rises in Cardiganshire, and enters Carmarthenshire at its N. E. extremity, and, after crossing towards the S. W. passes the town of Carmarthen, and discharges itself into the large bay of Carmarthen, formed by the whole coast of the county.

Porto TRABUC, in the Island of Sardinia in the Mediterranean Sea, is on the E. side of the long narrow island of **Afinarias**, which runs out in a hooked form to the N. easterly from near the point of Cape **Afinarias** at the N. W. angle of the whole island. The land on the N. side of the port projects out eastward, so as with the coast of this island of **Afinarias** and the main island to shut in ships from every wind but the E. There is anchorage here, and indeed all along the E. coast of **Afinarias** Island in from 6 to 8 fathoms or generally more, except near the strait at the S. end which separates it from the cape, where there is but 3 fathoms and in the strait but 2 fathoms.

Porto TRABASCH, on the N. coast of **Barbary**, is to the E. of Cape **Razatan**, and nearly due S. from the middle part of **Candia** Island and on the W. side of a peninsula between it and **Port Patriarch**.

TRAETH MAWR Bay, on the E. shore of **St. George's Channel** or **Irish Sea**, is at the bottom of a bay or gulf that is formed by the peninsular part of **Caernarvonshire** on the W. and **Merionethshire** on the E. It runs up nearly

at N. E. from **Bardsey Island** off the S. point of **Caernarvonshire**. That part in particular at the very bottom of the bay, where a small river comes into the sea with a full channel, and makes a pretty good haven, is called **Traeth Haven**.

TRAFALGAR Cape, the outermost point or limit of the straits of **Gibraltar** on the N. from whence the coast trends away at N. by W. towards **Cadiz**, from which it is distant about 11 leagues. The course between them is usually at N. by W. and S. by E. though they lie nearly N. N. W. and S. S. E. About 2 leagues to the N. of the cape is **Conil**, where there is a fair sandy bay, and anchorage in from 12 to 14 fathoms and clean ground. Cape **Spartel**, the N. W. point of **Barbary**, the other or S. western limit of **Gibraltar Straits**, is 8 leagues to the S. of this cape. To go round by Cape **Trafalgar**, or **Travel du Gar**, into the mouth of the straits, give it a good birth, as the shore on the Spanish side is foul. Coming up with the point, at 2 leagues distance, it is usual then to make Cape **Spartel** by steering S. S. E. for the **Barbary** shore. See **TANGIER**. The cape is laid down in lat. 36 deg. 10 min. N. and long. 5 deg. 58 min. W. For an account of the tides, which must be particularly attended to here, see **GIBALTAR**.

TRAHULL Island or **ENISTRAHULL**, on the W. coast of **Ireland**, for which see **ENSTERHULL**.

TRAJANS, **TREACLE POTS**, or **TRIAGONS**, of the situation of which an account may be deduced from what has been said under **MORLAIX**, **PANGERO**, and the **SEVEN ISLANDS**, where accounts of the channels near them are given. See **TREACLE POTS**.

TRAILLES Island, in the Indian Ocean, said to be in lat. 19 deg. 30 min. S. and long. 101 deg. 25 min. E.

TRAITOR'S Head, the N. E. point of **Erromango** Island in the South Pacific Ocean, in lat. 18 deg. 43 min. S. and long. 169 deg. 20 min. E. It terminates in a saddle hill that may be seen to the distance of 16 or 18 leagues; and on each side of it is a bay, that to the N. W. affording shelter from the S. E. winds. That to the S. W. is a pretty deep bay, but exposed to the prevailing winds. From an attempt of the natives to detain some of the English who

who landed here, this name was given to the point.

TRAITOR'S Island called **KEPPLE'S Island** by Captain Wallis, in the South Pacific Ocean, extends from N. E. to S. W. but is broadest towards the N. E. A reef of rocks stretches along the whole of the E. side, round the S. point, and on a part of the W. side; it also turns back in a southerly direction from the extreme E. point. There are soundings without the reef, on the S. E. side from 6 fathoms at the S. point to 10, close along the reef, and 15, 20, and 30 on to 35 fathoms without it off a smaller island just within the reef, about midway on that side. The middle of this island is in lat. 15 deg. 55 min. S. and long. 174 deg. 33 min. W. being nearly S. W. from Cocos Island or the Boscawen's Island of Captain Wallis.

TRALEE Bay, on the W. coast of Ireland, is a little to the S. from Cape Sanan or Kerry, or the S. point of the entrance into the river Shannon. It is a round and deep bay, and has an island called Fenor in the middle of it. The bay there is in depth 3 leagues and at the entrance 2 leagues. Linkerm or Hog Bay is to the westward of it.

TRAMORE Bay, a pretty deep bay, which runs up into land northward, parallel to Waterford Harbour, being to the W. of it, and having the small bay of Aland between them.

TRANI, is a handsome town of Italy in the kingdom of Naples, and on the N. coast on the Gulf of Venice, about 7 leagues to the W. of Bari. It had a harbour, which is now choked up, in consequence of which this place, which is in lat. 41 deg. 28 min. N. and long. 16 deg. 36 min. E. is on the decline.

TRANKEY, on the coast of Arabia, to the eastward of the Red Sea, is a sort of smaller religious house for the recluse people called Dervises among the Mahometans; having something of the nature of a cell to a monastery.

TRANQUEBAR, on the coast of Coromandel, in the Bay of Bengal, is 6 leagues due N. from Negapatnam, and 13 in the same direction from Calimer Point, being the southern extremity of that coast. The course along shore is in 6 or 7 fathoms, and ships may ride off here very easy in the same depth. It belongs to the Danes, and is seated at the mouth of the river Caveri, 55 leagues

to the S. of Madras, and in lat. 10 deg. 54 min. N. and long. 79 deg. 57 min. E. Calderon is 6 leagues to the N. of it.

TRANSIT River, on the N. W. coast of Africa, after passing by the city of Morocco, falls into the bay of Saffia.

TRAPANO NOVA, in the Island of Sicily, in the Mediterranean Sea, is S. S. W. 13 leagues from Cape Gallo. The city lies out on a small point of land, and stretches from the W. end of Sicily to the W. N. W. To come to Trapano, if ships are to the westward of the island, steer E. S. E. to a little island on which is a castle, called Columbiere, and then pass to the southward of this small island and anchor between it and the city in 5 or 6 fathoms where ships may lie very well in most winds. But in coming from the northward, keep the N. point at a moderate distance, and then haul up easterly, and anchor off the town any where in from 4 to 6 fathoms; and here ships will be secured from all winds, because the land keeps off the N. wind, and westerly winds are checked by the island as southerly winds are by the shoals of the Salt Ponds, which lie 3 or 4 miles off at sea from the road. A ship thus situated will be as secure as if it was in the haven, or under the mole heads. The shoals are very uneven, and full of holes, so that ships must not venture nearer to them than 7 fathoms. The water here, with a N. W. wind, will rise a fathom or somewhat more, but not so much in calm weather; where it is regulated by the moon as in the tides of the Ocean, and making high water about half past 10 o'clock on full and change days. It is 12 leagues to the S. W. from Palermo, and in lat. 38 deg. 0 min. N. and long. 13 deg. 8 min. E. From hence to Marfalla is about 3 leagues to the S. westerly, and 10 leagues at S. by W. to Point Mazara.

Cape TRAQUILLE, on the E. end of the Island of Rhodes in the Archipelago Sea in the Mediterranean, is 29 leagues at W. by S. from the small island of Castle Rossa, so called from its castle at the bottom of the bay near the coast of Natolia. It is in lat. 36 deg. 27 min. N. and long. 28 deg. 23 min. E.

Cape TRAVEL de GAR, on the S. W. part of Spain. See **TRAFALGAR**.

TRAVELLE Point, is on the S. side of

of the peninsula of Camaret, to the S. W. of Brest Harbour, and a middle cape or point facing the S. between Dinan Bay on the E. and Point Pezeau, or S. W. point of Camaret, on the W.

TRAVEMUND, the port town of Lubbeck in the duchy of Holstein, and Lower Saxony on the coast of Germany. It is situated at the mouth of the River Trave, about 12 miles to the N. E. from Lubec, in lat. 54 deg. 1 min. N. and long. 10 deg. 55 min. E.

TRAVERSE Rocks, on the W. coast of France, is a ledge of rocks so called upon the E. point of Port Louis, called Point de Gaure; also off the E. side of the entrance of the haven within lie 2 rocks that are always under water.

TRAVERSE Sand or Bank, to the eastward of the Island of Oleron, is a narrow bank that runs off from the N. end of the bank called Sablare near the castle on the E. point of Oleron. It has but 2 fathoms upon it at low water, and extends almost as far as to the N. end of the Palle; but there is 8 or 9 fathoms in the narrow channel between it and the Palle. Supposing a ship destined to the northward, and having the buoys to the E. of the castle of Oleron close on the larboard side, steer N. W. by N. half N. until the W. side of the Island of Aix bears due N. and by keeping it so, a ship will pass between the Palle on the starboard and the Long Bank and Traverse on the larboard side. The course continues N. along the W. side of the Island of Aix.

TREACLE Pots, or **TRAJANS**, on the N. coast of France, near the Seven Islands, about which along the coast is 45 and 50 fathoms; and in these depths a ship will be within sight of land. Come no nearer by night to the Seven Islands than 45 fathoms.

TREATH Port, on the N. W. coast of Cornwall, is a little to the S. W. of Towan's Cove, and to the N. E. from St. Ives.

TREBIZOND, is a large and populous town of Turkey in Asia, having a harbour and a castle, at the foot of a steep hill. The castle is built on a flat rock, in which ditches are cut; and the harbour is at the E. end, but its mole, which was built by the Genoese, is almost destroyed. It is on the Black Sea, about 35 leagues to the N. W. of Engurup, and 150 leagues nearly to the

E. from Constantinople. It is in lat. 40 deg. 45 min. N. and long. 40 deg. 25 min. E.

TREE Islands, in the passage or channel through the narrow Straits of Singapore, are due E. from the N. end of Cardamum Island 7 leagues, between which there is in from 16 to 18 fathoms; and in coming from the N. W. through the Straits, on getting sight of the Rompes or Tree Islands, the course is to run fair by them until the N. trees bear W. by S. In this situation Passage Island will bear E. by N. and a small red island with 2 clumps of trees on it at S. W. three-quarters S. All these islands are to be left on the larboard, running along within a quarter of a mile of Passage Island. It must be observed that when Cardamum Island comes at S. W. the tide, which separates here so as that the flood runs several ways, will begin to set to E. N. E. and N. E. and will carry a ship through the Narrow Straits and the Tree Islands. Ships should come to an anchor, if in the night, when there is not a leading gale through.

TREGARNON Point, on the N. W. coast of Cornwall, is 10 leagues to the N. E. from St. Ives. It is a league to the westward of Padstow, and may be well known by 4 high rocks, called the Cow and Calf, and sometimes the S. Rocks. These 4 rocks lie about half a league directly W. from this point, in a quadrangular form; and to the S. E. from them is another rock nearer to the shore. The shore from St. Ives hither is all along full of bays and high cliffs, and in many places there are sand hills. Kelsey Point and the island called Gull Rock is 2 leagues at N. N. E. from this point.

TREGONY, is a town of Cornwall, situated on the River Fal or Falle, which is navigable only by boats from Falmouth.

TREGUIER River, on the N. coast of France, is 7 or 8 miles to the westward of Brest. See **ER**.

TREILEBURG, probably the same as **TRELBORG**, about 10 leagues to the S. E. from Copenhagen, in lat. 55 deg. 26 min. N. and long. 13 deg. 26 min. E. See **TRELBORG**.

TRELBORG, or **Elburg**, on the coast of Sweden, in turning round the S. part of the coast, is 3 leagues at E. by N. from

from Falsterborn Point, and on the greatest part a shoal lies off from the shore, so that ships must keep off in 8 or 9 fathoms; after passing the shoal, the shore is bold so that they may venture into 4 fathoms. From Trelborg to Yfted is 8 leagues farther to the E.

TREMITI Islands, are 3 islands so called on the coast of Italy in the kingdom of Naples. Their names are Caprara, St. Nicolo, and St. Domino.

TRENCH MONT River, is a small river of the Island of St. John's in the Gulf of Nova Scotia in North America. It runs but a short distance, and falls into the sea in the direction of N. E. about 3 or 4 leagues to the westward of the eastern extremity of the island.

TRENOUGH Island on the coast of Norway, is about 10 leagues to the N. N. W. from the Islands of Holy Land, or a little more westerly. To the northward of this about 15 leagues are the Islands of Rust and Werd. This Island of Trenough is 77 leagues to N. E. by N. from the N. point of Stadland.

TREPASSI Bay. See TRESPASSES.

TREPENA Harbour, is one of the 3 harbours of Fisher's Island on the coast of Lapland, at the S. E. point of the island, having one on each side of it. See FISHER'S Island.

TREPIEDES, on the N. coast of France, are between the banks or shoals called Melions and Morlaix River. They lie with the middle of Bizer Island under the windmill at the N. E. corner of St. Pol de Leon, and the Maison Rock, which is to the westward of St. John de Doit, on with Plouganon Mill.

TREPORT Haven, is on the S. side of the small river Hue or Brest, on the N. coast of France about midway between the Soame and Dieppe. It is a tide haven, into which ships may go at high water, but they will lie dry on the ebb. The small River of Start is about a league and a half to the S. W. from Brest River, and 2 leagues at N. E. by E. from Dieppe.

TRESEN or TROSA, is a sea port of Sweden, situated on the Baltic, about 12 leagues to the S. W. from Stockholm, and in lat. 59 deg. 0 min. N. and long. 17 deg. 29 min. E.

TRES FORCAS Cape, on the N. coast of Barbary, or Cape Three Points, is 18 leagues at E. N. E. from Bufema Bay. Though it seems to afford good

shelter from the wind, the ground is unfortunately too foul to admit of ships coming to an anchor here. It is 23 leagues at E. by S. from this cape to Cape Hone; between them is a haven and a mole, at 11 leagues to the S. S. E. from this cape, but this is not for large ships. Its lat. is 35 deg. 30 min. N. and long. 2 deg. 9 min. W.

TRESHANISH Islands, are 4 fertile islands so named on the W. part of Scotland, situated between the Island of Col and that of Mull.

TRESPASSES or TREPASSI Bay and Harbour, is on the S. side of the Island of Newfoundland, near the S. E. part, and about 7 leagues to the N. westward from Cape Race, the S. E. angle of the island; between which is Mistaken Point, about 2 leagues from the cape at W. N. W. and this bay is 5 leagues more in the same course. The eastern entrance into this harbour is called Powles, behind which point on the E. side is a deep bay of the same name. There is a high ridge of beach between that and the road, so that in the offing the masts of ships will be seen over the top of the beach as they ride in the road. But to go into the Harbour of Trepassi, stand over W. towards Cape Pine until the harbour comes open, and then run in N. by E. according as the wind will permit. The harbour is very large, and has fair shoalings from 8 to 5 fathoms at the going in; and to turn in or out ships may stand over into 3 fathoms or 3 fathoms and a half on either shore without danger. It is well secured, and the ground is good to anchor in. This harbour lies in the bottom of the gulf, about 4 leagues distant from Cape Pine at N. by E; and in sailing for this bay, take care not to mistake the small inlet of Mutton Bay for it, which makes very much like it in coming from the eastward, and is not more than half a league distant.

TRES POINTES Cape, or *Cape THREE POINTS*, on the W. coast of Africa, is a noted promontory on the Gold Coast of Guinea, in lat. 5 deg. 2 min. N. and long. 2 deg. 59 min. W.

TREVANION'S Cape is the N. W. point of Trevanion's Island at the mouth of the lake or lagoon of the same name, to the westward of Carteret Point, and situated at the N. W. extremity of Lord Egmont's Island or New Guernsey,

fey, in the South Pacific Ocean. It is the largest of the group called Queen Charlotte's Islands.

TREVANION Island. See *Cape TREVANION*.

TREVANION's Lagoon, at the N. W. part of the Island of New Guernsey, or Lord Egmont's Island. To go into it, give a birth to Cape Carteret on account of some rocks which stretch off a little W. and run in S. having the island so called on the starboard. See **LORD EGMONT's Island**.

TREVOSE Point, on the N. W. coast of Cornwall, is 2 miles at W. S. W. from the harbour of Padstow. The Cow and Calf Rocks are to the westward of it; and to the eastward of it is a bay, where ships may ride in 7 or 8 fathoms water. The high Rock, called the Gull, is in the way towards Padstow, and another called Newland or Black Rock off the haven's mouth.

TREWARDRETH Bay, on the S. coast of Cornwall, is round the W. point of Fowey harbour, and runs up into land considerably to the N. W. up to the village from whence it derives its name. From thence the coast, with some bays and indentings, runs nearly to the S. quite to Deadman Head, a distinguished point of land, from whence the coast trends away again to the N. W. westerly.

TRIANGLE Island, a small island of the Bahamas so called in the West Indies, in lat. 20 deg. 51 min. N. and long. 69 deg. 53 min. W.

TRIANGLES Shoals, to the westward of the peninsula of Yucatan, not far from the E. shore of Campeachy Bay in the S. W. part of the great Gulf of Mexico. To sail along from Cape Concededo to the S. W. keep in a less depth than 19 fathoms, otherwise a ship may get from 19 immediately to 25 fathoms, and before they can again heave the lead be aground on the Triangles. They are nearly W. from this cape and in lat. 17 deg. 5 min. N. and long. 111 deg. 59 min. W.

Cape TRIBULATION, is the W. point of Trinity Bay, on the N. E. coast of New Holland in the South Pacific Ocean. It is in lat. 16 deg. 6 min. S. and long. 145 deg. 21 min. E. It was so named from the very great difficulty of getting away to the northward, amidst shoals and banks, and from Cap-

tain Cook's having been aground on a coral bank for 23 hours, in lat. 15 deg. 45 min. S. and about 6 or 7 leagues from the main, and being obliged to fother his ship to prevent her sinking, until he could find some convenient port for repairing her damage. See the method in the Introduction in Vol. the First, page xliii.

TRICK Bank or Shoal, is about 5 leagues off from Ostend on the coast of Flanders, on which there is about 15 or 16 feet water. When St. Catharine's steeple is brought right against Ostend, a ship will come on against this sand. There is another bank, on which is 3 fathoms between this and Ostend.

TRIESTE Bay, on the coast of Terra Firma, or N. coast of South America, is in the bight of the coast, having Point Seca, and St. Jago de Leon to the E. by N. It is nearly due S. from Bonair Island, one of the Little Antilles, to the E. of Curassou Island, and at S. E. from the easternmost point of the Gulf of Venezuela.

TRIESTE Gulf, in the N. W. part of the Gulf of Venice, is a large bay so called, at the bottom of which is the city or town of the same name. It has two harbours, the outermost of which is the largest; and the entrance into this harbour has from 10 to 13 fathoms in depth, being very commodious for ships, and by taking in the peninsula on which the lazaretto stands for the purpose of building a new mole, this part might be considerably enlarged. In this road is a species of worm that is very injurious to ships. There are fortifications on each side of the narrow passage into the inner harbour or basin. But the harbour is not good, though spacious, as it is open to the W. and S. W. winds. The town is about 27 leagues to the N. E. of Venice, and in lat. 45 deg. 55 min. N. and long. 14 deg. 4 min. E.

TRIESTE Island in the Indian Ocean is a small island not exceeding a mile in circumference, about 15 leagues to the W. of the Island of Sumatra. It is so very low that the sea flows over it every tide, though it has plenty of cocoa-nut trees.

TRIESTE Island is a small island at the bottom of the Gulf of Campeachy, in the S. W. part of the great Gulf of Mexico, which lies to the westward of Port

Port Royal Island, and extends about 3 leagues from E. to W. The creek which separates this island from Port Royal Island on the E. is scarce broad enough for a canoe to paddle through. The island is overgrown with low bushy wood, and has some very high palmetto trees; and at the W. end of it good fresh water will be found by digging 5 or 6 feet deep in the salt sand on the sea shore. At a less depth than 5 feet it is brackish and salt, and at a greater depth than 6 feet it is salt again. Between this island and Beef Island, in the place called One Bush Key, is an entrance into the laguna or lake within the islands, which is about 3 miles wide; it is shoal without, and has only 2 channels to come in at, the deepest of which has not above 2 fathoms water on a spring tide; but the W. channel has only 10 feet water.

TRIEVUL Gulf, on the S. coast of France, on the westernmost point of which is Cape Lard. To go into it, a pilot will be necessary, as there are several rocks and islands about the entrance, that are dangerous to persons who are unacquainted. In some parts of the bay also the ground is so soft, that the anchors will not hold if they are the least strained. Besides the loose and soft nature of the ground, the winds from E. S. E. or S. E. bring in a very heavy sea, and it is more than probable that ships will be driven on shore by them, so that it is but a very indifferent place to ride in; but if ships go in there, and perceive a Levant begin to blow, they must prepare to be gone, and run away for the Islands of Hieres or Toulon. Two leagues to the E. S. E. easterly, and one league to the W. of Cape Rosa, is a low point with a light-house, but has no road; there is a haven, however, on the N. side of Cape Rosa, called Cannano, that affords a very good security for ships sailing this way. But the ground from Trievul hither is all foul and uneven, and no riding any where.

Cape TRIFONTANO, in Sicily Island, in the Mediterranean Sea, is to the S. E. from Mazara, near the S. W. end of the island.

TRIMINI, a negro town so called on the W. coast of Africa, is 2 leagues at N. E. by N. from Pikinine Ningo, and 6 leagues from Acra about N. E. by E. This place has been falsely called Tema,

and the road is called Captain James's Bay; from whence it is 2 leagues to the E. N. E. to Puny or Pomperney.

TRINCOMALAY or TRINCOMALE on the N. E. part of the Island of Ceylon in the East Indies, is 40 leagues at N. by W. and N. W. by N. from Ar-ragame River which is to the southward of Batacaloe, the entrance of which is nearly at midway between them. The bay goes in W. and contains several very good havens in which ships may ride secure in all winds, of whatever burden. There are 3 rivers that discharge themselves into this bay on its S. side; and though they cannot have any long course, their channels are so deep that a good ship may be run in, without either anchor or cable, and laid aground safe in the soft ooze. It affords an excellent shelter for ships on the Coromandel coast of India, at the time of the shifting of the monsoons, and is perhaps more convenient for wooding and watering a squadron of ships than any harbour in India. It very much resembles the harbour of Portsmouth, and is almost quite landlocked; but this, however safe to the shipping, is prejudicial to the health of seamen, because the sea breezes cannot come in so freely, a matter of great importance in warm climates. It has several good watering places, and many convenient coves for careening ships; and it has also two wharfs, against which ships of the line can lay their broadsides. There is a clear bottom and good anchorage, and 1000 sail of ships can be in it, secure from every wind. The harbour is on the N. shore of the great bay, round which the land is very high.

To enter this bay, which is certainly one of the finest in the world, being 8 miles from E. to W. and 7 miles from N. to S. it must be observed, that at the entrance are some rocks off Foul Point or Cataris Point, which must be avoided by keeping in 15 or 16 fathoms water; the point is low, even, and covered with trees. When a ship is to the westward of Norway Island, there are no soundings in running up the bay, those being chiefly on the S. side of the bay. The mouth of the harbour is only two cables length across, and has 30 fathoms water, and each point is so steep, that vessels may go past either of them within a ship's length; but to keep clear of some dangerous rocks that are about 6

feet under water, keep the white house on Osnaburgh Point, two sails breadth open with Elephant Fort Point. York Shoal is in the middle of the harbour, and has only 5 feet water upon it; to avoid which, keep Round Island a sail's breadth open with Osnaburgh Point, until the flag-staff on Flag-Staff Point comes upon the gap of the wood at the town. With this mark run up towards the town, and there anchor any where in from 17 to 8 fathoms. The point on which the fort stands is called Flag-Staff point, being high, steep, and narrow; it is also covered with trees, and stretches into the sea about 3 quarters of a mile, terminating in a point, and breaking off suddenly from its full height, perpendicularly to the sea. A rock, about the size of a ship's hull, is close to the point. There is a look-out house on the top of the point, where a flag is hoisted when ships are seen in the offing; and by this the Port of Trincomalee is known a good distance out to sea. Black Bay is a spacious and safe bay to the northward of Flag Staff Point, having a smooth sandy beach and good landing every where. Ships must lie from one quarter of a mile to three quarters from shore, when they will have good anchorage in from 7 to 15 fathoms, and a clear sandy bottom. This port is in lat. 8 deg. 32 min. N. and long. 81 deg. 35 min. E. From this bay northward to Passike is 12 leagues at N. W. with an offing of about 4 miles.

Ponto TRINEDE, in the Island of Candia in the Mediterranean Sea, is on the S. coast of the island, and about N. E. from the Island of Antegozi. It is nearly due S. of Canea Bay on the N. side of the island.

TRINIDAD Island, in the South Atlantic Ocean, is in lat. 20 deg. 30 min. S. and long. 41 deg. 20 min. W. See TRINITY Island.

Falso TRINIDAD Island, or Ascension, in the same ocean, is due W. from Trinidad Island, and consequently in lat. 20 deg. 30 min. S. but in long. 33 deg. 50 min. W.

TRINIDAD or TRINIDADADA Island, is near the coast of Terra Firma at the N. part of South America. It partly forms the Strait or Gulf of Paria, or Bocca del Drago, and is much larger than any other upon the coast. It is 36 leagues in length, and 18 or 20 in breadth; but the climate is very un-

healthy, the island being very often obscured and covered with thick fogs. The N. E. point lies in lat. 10 deg. 28 min. N. and long. 59 deg. 37 min. W. Its northern part is high land, but the soil is good, and fit for tobacco, sugar-canes, &c. The port of St. Joseph on the W. side is the principal one on the island. The current sets so exceedingly strong along the coast from E. to W. as to render most of its bays and roads useless. Cape Salinas on the main, and the N. W. point of this island make the W. passage of the River of Oroonoko, called very frequently the Gulf of Paria; by which channel it discharges a considerable part of its waters, that in consequence of the interruption of this island, are impelled very rapidly out to the northward into the ocean.

Monte de Santa TRINIDAD, on the coast of Italy, is a good mark for knowing the Bay of Gaeta, on a part of which the town is situated, and another part forms the point that constitutes the haven. See GAETA.

La TRINIDAD, is a town of Guatemala, belonging to Mexico, and on the banks of the River Belen, at the distance of 3 leagues from the sea, but is almost impassable by land. It is on the Pacific Ocean, about 8 leagues to the E. from La Concepcion, and 70 miles to the S. E. from the town of Guatemala; and though it is an open town, is the more important, because it is the only harbour on that coast; and in lat. 13 deg. 0 min. N. and long. 91 deg. 40 min. W.

La TRINIDAD, on the N. coast of the isthmus of Darien, to the eastward of the Bocca del Toro and some clusters of small islands, and at S. W. from Porto Bello and Fort Chagre, is in the very bottom of a deep bay or gulf in lat. 8 deg. 30 min. N. and long. 81 deg. 30 min. W.

TRINIDAD or *La* SONSONATE Port, a town on a bay of the Pacific Ocean, about 65 miles to the S. E. of Petapa, and 162 from the town of Guatemala. To this place all the goods that are brought from Peru and Mexico for Acaxatla, about 4 leagues from it, are brought. It is 3 leagues from the town to the harbour, which is greatly resorted to as being the chief place of trade, and the nearest landing harbour to Guatemala for ships that come from Panama, Peru, and Mexico. The coast is low, but there is good anchorage upon it. See SANSONATE.

La

La TRINIDAD, is one of the sea ports and towns on the S. part of the Island of Cuba in the West Indies, situated to the N. W. from the W. end of the groups of islands called *Jardin de la Reyna*, or *Queen's Garden*, in lat. 21 deg. 40 min. N. and long. 80 deg. 50 min. W.

TRINIDAD River, or *Aldea de Trinidad*, is in the N. E. part of the Bay of All Saints on the E. coast of Brazil in South America. See *ALL SAINTS Bay*.

TRINITE or *TRINITY Bay*, in the Island of Martinico in the West Indies, is a large bay and port; and is formed on the S. E. side by the Point of Caravelle, which is 2 leagues in length, and on the other side by a very high hill, about 600 yards in length, that is joined to the main land by an isthmus of about 200 feet in breadth. The E. side opposite to the bottom of this bay, is stopped up by a chain of rocks that appear level with the water at the lowest of the ebb. It is a place of great trade, and the residence of the lieutenant governor of the *Cabes Terre* part of the island; and it is also a safe place for ships in the hurricane season. It is very advantageous also, as being to the windward of all the islands, by which more than 300 leagues is saved in the passage to Europe, instead of running down to the Island of Porto Rico or St. Domingo. See *MARTINICO*.

TRINITY Bay, a very large and deep bay on the E. coast of Newfoundland, and the most spacious and extensive of any on the coast. It is full of creeks and coves, inlets, and openings, where thousands of ships might lie securely, and be completely land-locked from every wind; being also bold on every side, and admitting ships to turn in and out every way. *Muscle Bank* is the only shoal that has any difficulty in the whole bay, which lies as ships go in to the S. W. to the arm where the fishing Admiral's stage lies; and it is easily avoided on entering the bay, for it shoots over from the point behind the little island on the larboard side going in, and reaches over only about a third of the arm to the N. W. When, therefore, a ship is within the bank, it may edge over close to the S. shore, and give the N. side a large birth, and by this means go clear of all. In the S. W. arm of this bay there is harbour within harbour,

and cove within cove, like *Chefpeak Bay* in Virginia; and the N. W. arm is capable of containing 500 sail of ships in the open road, exclusive of the coves, and creeks on every side of it. On the large arm or branch beyond this, called *God Almighty's Cove* (we presume, from some expression of surprize of the first discoverers, on finding such a chain of ports and harbours), there is room for 3 or 400 ships more in clean ground and good shelter, so that nothing can hurt them. There are also several other places where ships may ride in all possible security, and from 4 to 14 fathoms in most of them within 2 or 3 boat lengths of the shore. As the tide does not rise more than 4 feet in this bay, the stream is always gentle and safe. From *Bonaventure Port* on the W. shore to *Tickle Harbour* in the bottom of the bay is 15 leagues.

TRINITY Bay, a long, but not deep bay of the N. E. coast of New Holland in the South Pacific Ocean, of which *Cape Grafton* is the S. E. point, and *Cape Tribulation* the N. W. point.

TRINITY Harbour, a large harbour so called on the N. W. shore of Trinity Bay on the E. coast of the Island of Newfoundland, near the N. W. limit of the bay. It is the largest inlet of any on the shores of the bay. To the N. point of this harbour is 3 leagues and a half at E. N. E. from *Bonaventure Head*, but only 2 leagues at N. E. by N. to the harbour itself; and there are several coves and small bays between, but none of them worth notice. See *HORSE HOPE* and *BONAVENTURE*. *English Harbour* and *Salmon Cove*, to the eastward of the harbour, are between it and the point called the *Horse Hope*. It is in lat. 48 deg. 38 min. N. and long. 53 deg. 5 min. W.

TRINITY Island, on the coast of Brazil in South America, is in lat. 20 deg. 15 min. S. and long. 41 deg. 20 min. W.

TRINITY Ledge, near the E. coast of North America, is in lat. 44 deg. 5 min. N. and long. 66 deg. 19 min. W. and has high water on full and change days at 9 o'clock.

TRINITY Point, on the N. shore of the river of St. Lawrence in North America, is about 3 or 4 leagues to the S. W. from *Egg Island* and *Bossu Island*, on the N. shore of the gulf, and 30 leagues at N. E. from the Port of *Tadoussac*.

TRINITY Port, or SANSONATTE. See SANSONATTE.

TRINQUEMALE. See TRINCOMALAY.

TRIO or FRIO Cape, on the S. coast of Africa, is to the southward of Cape Pieréz, about 9 or 10 leagues, and in lat. 19 deg. 40 min. S. It is the S. point of the Gulf of Trio, and from Cape Pieréz hither, the land is all high and a fair sandy shore, and so bold as to have 13 and 14 fathoms within a league of the land. There are 3 hills or hummocks in this tract, of which the middlemost is the biggest; and from the N. side of them a stony point runs off to seaward.

TRIO Gulf, on the S. coast of Africa, in the South Atlantic Ocean, runs into the land so as to form a small bay; near which the coast trends S. S. E. and the ground is so steep that there is 30 fathoms within a league of the shore, and soft oozy ground.

TRIPOLI, on the coast of the Levant, or eastern shore of the Mediterranean, is 40 leagues at S. by W. from Scanderoun in the N. E. angle of that sea, and 32 leagues at S. S. E. from Cape Grega in the Island of Cyprus by the course steered, on account of the current which sets strong along the coast to the northward. The high mountain of Lebanon or Libanus, so noted for its cedars and firs, must be brought on and kept due E. to run in for this port. The lesser mountain of Monte Cruis, on coming nearer the shore, will be seen a little to the N. of it, and another a little to the S. with a piked top, between which is the port of Tripoli. A small ledge of large rocks, which lie N. and S. in the sea, will be seen in approaching pretty near, and passing round to the N. of them, the road lies in due E. within the rocks. In this road is a sufficient depth, but the ground is foul, and the cables must be very well served to ensure the recovery of the anchors. The city is behind a wood, the houses of which are seen over the trees; but the merchants have warehouses near the shore, where ships unlade and relade very conveniently. The Port of Barutti is S. by W. It is in lat. 34 deg. 48 min. N. and long. 36 deg. 9 min. E.

TRIPOLI, on the N. coast of Africa, is a populous though not a large place on the S. shore of the Mediterranean, about 90 leagues to the S. E. from Tu-

nis and 190 leagues at E. S. E. from Algiers. The inhabitants are noted pirates; but they have also some trade in stuffs, saffron, corn, oil, wood, dates, ostrich feathers, and skins, though it is agreed that they make more of the Christian slaves which they take at sea, either by way of ransom or by making them perform all sorts of work. It is in lat. 32 deg. 54 min. N. and long. 13 deg. 5 min. E.

TRIST Island, the same as TRIESTE, in the Bay of Campeachy, at the S. W. angle of the Gulf of Mexico. See TRIESTE.

TRISTIAN de Cunha Island, in the South Atlantic Ocean, is in lat. 37 deg. 10 min. S. and long 13 deg. 25 min. E.

TRISTO Bay, on the N. coast of South America, is W. S. W. from the River Turiano, and bears with Bonaire or Bon Ayre Island nearly due N. and S. The bay has very good anchorage, and well sheltered from the swell of the sea, as well as from northerly and easterly winds, which are the only dangerous winds upon this coast. See BARBARATA Islands.

TRIVIGILLO Bay, in the Gulf of Honduras, or S. shore of the West Indian Sea, or Gulf of Mexico, is within the island of Pines. It is fair and spacious, and has several small islands in the mouth of it, which make good anchorage in the bay by breaking off the sea. It is deep and clean ground, and has several creeks in it where ships may water with great convenience. Dulce River is a little to the W. of the bay. To sail out of it towards Porto Cavallos, see directions under MAHAGUERAS Shoals.

TROCADIE Island, a small island on the N. coast of the Island of St. John's in the Gulf of Nova Scotia in North America, lying off the mouth of Shimene Port. See SHIMENE.

TROEL Island, on the E. coast of South America, is behind the Parrots Island in the River Isequibo, this Island of Parrots being the most westerly of 3 great islands lying abreast in the mouth of that river. But there are good channels in between these 4 islands.

TROIS RIVIERES, so called from 3 rivers that unite their streams about a quarter of a mile below the town, and fall into the great River of St. Lawrence near 20 leagues above Quebec, where the river

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ver comes down from the southward. It has a pleasant country about it, which is fertile in corn and fruits. On each side of the river are great numbers of genteel houses, not far from each other, and the river is covered with pleasure and fishing boats. Great quantities of fish are caught, and especially eels of a prodigious size which come in with the tide usually, and are taken in baskets laid for the purpose; which, when salted and barrelled, will keep good through the year. The sailing between Quebec and this town either way is extremely pleasant, and even for 15 leagues farther up. It is in lat. 46 deg. 51 min. N. and long. 75 deg. 15 min. W.

TROIS RIVIERES, a bay so called at the E. end of the Island of St. John's near the coast of Nova Scotia, and to the W. of Cape Breton Island, is so named from 3 streams that fall into it in different directions. It is said to be in lat. 46 deg. 5 min. N. and long. 62 deg. 15 min. W.

TROMSOUND Island, on the coast of Norway, is about 16 leagues at S. W. by W. from Surroy, at the E. end of which goes in the channel of Tromsund, leaving Fogleden and Tromsund Point on the starboard side, and Loppen, Loppen Calf, and Skysfen on the larboard. Huyguen's rocks are about 10 leagues at N. E. by N. from it. Pilots must be taken on account of some dangerous sunken rocks off the islands along the coast. The lat. of this island is 69 deg. 20 min. N. and long. 18 deg. 35 min. E.

TRONCHIN. See TRUNCHIN.

TRONZO Island, one of the Shetland Islands so named, which with the Island of East Buro forms the W. side of the entrance into Cliff Sound, as the main land does the E. side. It is within a cable's length of the main or principal island; at which narrow place is a bar that has only 6 or 7 feet at low water, and 11 and 12 at high water, and in passing over it keep close to the main, and within half a mile of the town of Scallaway.

St. TROPEZ, on the S. coast of France, is situated on the Gulf of Grimaud, and about 4 leagues from Frejus to the S. W. and 9 leagues from the Island of St. Honorat. It is a small port, where the largest ships may ride safely about 13 leagues from Toulon.

TROPIC Keys, are small islands or rocks so called on the N. of Crab Island, and off the E. coast of Porto Rico Island. They have this name from the great number of Tropic birds that breed there, and are never seen but between the tropics.

TROQUAQUA Island, on the N. coast of South America, is in the mouth of a small bay near Cape Seco, or the Sandy Cape, a little to the S. E. from the E. point of the bay or River of Taratura.

TROSA. See TELGHEN.

TROUVERS Island near the S. W. part of the Island of Java in the E. Indian Ocean, is the first island made in running up that coast towards the Straits of Sunda. It is 44 leagues from the Red Point on the S. side of the great bay there formed by the coast, to the N. W. and 24 leagues at W. from the second point; and it bears from Clapps Island at E. by N. 10 leagues. See SUNDA.

TROUVILLE Bank, is a shoal near the N. coast of France, and lying parallel to the shore in the direction of S. W. about 3 leagues to the S. W. from Havre de Grace.

TROY Island, otherwise TORY Island, on the N. W. coast of Ireland. See TORY Island.

TRUNCHIN Rock, off the S. E. point of Ireland, called Carnaroot, is a mark for sailing from that point to the N. E. to Margaret's Bay, to avoid some rocks that lie above water about midway. This will be done, by keeping this rock of the Trunchin on with the least of the Saltees Islands, by which course ships will pass without them. The ground is clean round it, so that it may be passed on the inside without danger. It is about S. W. by W. from Carnaroot Point, and E. N. E. from the greatest island of the Saltees.

TRUNELDEANS, on the coast of Coromandel, or W. shore of the Bay of Bengal, is one of the two small places, having dry rivers, between Tranquebar and Calderoon. They are of no importance in navigation.

TRURO is a town of Cornwall, near the S. coast, situated near the conflux of two small rivers, having a large wharf, with a commodious quay for vessels of about 100 tons that go up to it from Fal-mouth haven. It is one of the best towns in the county, and has considerable business in shipping tin and copper ore that are

are found in the hilly country behind it; this being one of the stannary towns, where they have the privilege of smelting and coining tin, that is, of running it into pigs and impressing it with the duchy mark. By a late act of parliament (1795) it is required to contribute 11 men to his Majesty's navy.

TRUXILLO Bay and Harbour, are at the bottom of St. Giles's Bay on the coast of Honduras in the gulf or bay of that name. The town is about a league from the sea between two rivers, the mouths of which, with some Islands before them, form the harbour. The bay is about 2 leagues broad, being deep and secure, and defended by a castle; but it has very little trade. It is in lat. 15 deg. 20 min. N. and long. 85 deg. 56 min. W.

TRUXILLO Bay or Harbour, on the coast of Peru, on the W. side of South America, and on the South Pacific Ocean, being one of the chief cities of that country, and more than 80 leagues to the N. W. of Lima. This coast is known off at sea by the chain or ledge of mountains to the leeward of Guanchaco, which stretch on almost as far as Porto Sancto. The highest picos of these mountains at the windward point are the direction for this harbour, as standing almost over the town. When this bears at E. N. E. a ship will be to the windward of Truxillo. Next to these mountains is the great Bell of Truxillo, which is a thick high mountain making at sea in the shape of a bell, from whence it received the name. When this bell bears at N. E. at the distance of from 4 to 5 leagues from the shore, it shews high and ragged on the top; but when it bears at S. E. it appears in the form of a sugar-loaf. At a greater distance it makes more like a beehive. It is not advisable to anchor along this coast without necessity; but if that be requisite, do it with lead and line in hand, and with the greatest caution. Neither should a ship continue here any longer than is unavoidable, as the sea always goes very high, and the shore is very foul and rocky. Guanchaco is the port to Truxillo, which lies up the river at the distance of some leagues. The lat. is 8 deg. 6 min. S. and long. 78 deg. 30 min. W. See GUANCHACO.

TRYAL's Rocks, in the Eastern Indian Ocean, are in lat. 19 deg. S. and long. 104 deg. 57 min. E.

TSCHERKASK, is on the N. side of the

mouth of the River Don, at its influx from the N. E. into the Azoph sea, the fort of Azoph being on the S. side. There are several forts along the N. coast for the protection of the river and this town, which is the magazine for warlike stores that are every year sent hither from Petersburg. It is in lat. 47 deg. 10 min. N. and long. 42 deg. 15 min. E. The town is low, and subject to inundations, especially in spring, which sometimes continue till July.

TSCHUKOTSKOI Nofs, a distinguished point of land on the N. E. coast of Asia in the North Pacific Ocean, is in lat. 64 deg. 13 min. N. and long. 173 deg. 24 min. W.

TSCHUTSKI, or eastern extremity of the coast of Asia, in the North Pacific Ocean, is commonly known by the name of East Cape, and is 14 leagues to the W. from Cape Prince of Wales on the American coast. See EAST Cape.

TSIOMPA Point, on the E. coast of Cambodia, or Tsiompa, is a great sand point on the main, near to which is Steen Clippens Island. There is no passage or channel through between the island and main. The space between is full of shoals and rocks, many of which are above water, and appear at a distance like the ruins of an ancient city; in the middle there is one great rock like the towers of a large church.

TUBAI Island, one of the small islands called Society Islands in the South Pacific Ocean, is a small and low island about 4 or 5 leagues to the N. by W. or N. N. W. from Bolabola. It is in lat. 16 deg. 12 min. S. and long. 151 deg. 44 min. W.

TUBAN, one of the strongest towns of the Island of Java, situated on the N. coast of the island, having a harbour. It is in lat. 6 deg. 0 min. and long. 111 deg. 51 min. E.

TUCAPEL, on the coast of Chili, and on the W. side of South America, is on the South Atlantic Ocean, 10 leagues to the N. N. E. from the Rio Imperial, and 10 leagues more to the Island of Santa Maria or St. Mary.

TUDY Island is on the W. coast of France, at the entrance of the River Quimper; behind which there is a good road in 6 fathoms, but care must be taken in coming there, to avoid the rocks which lie off the Cagail almost all over the entrance.

TUESDAY Bay, near the W. end of the Straits of Maghellan, is in lat. 52 deg. 23 min. S. and long. 76 deg. 20 min. W.

TULLEA Bay, on the coast of Madagascar Island in the Indian Ocean, is 5 leagues to the N. of St. Augustine. Here is a good commerce with the natives, though it is bad wooding or watering; but the river is too shoal, even for a ship's long boat. The road is good, but ships must anchor within the breakers, occasioned by a ledge of rocks that lies off about a league from the shore, between which and the land there is a good channel all the way from the bay of St. Augustine. If the Table hill, or that called Westminster Hall, is brought to bear at S. E. a ship will be fair with the channel, and in that direction may go in. There is water enough every where, and anchorage within in from 12 to 14 fathoms, or ships may ride in the mouth of the passage 2 miles in. Water must be fetched from St. Augustine.

TULLIDELPH's Bay, on the W. coast of the Island of Antigua, is at N. E. by E. from the Five Islands, in the S. E. part of the gulf called Five Islands harbour. Maiden Island is to the N. W. of it, which lies about N. by W. from Leonard's Point, or the W. point of this bay.

TUMBERLEE River, near the mouth of the River Hughly, and near the bottom of the Gulf of Bengal in the East Indies. To sail up to it from Buffalo Point, range the eastern shore far aboard, to avoid the point of the Diamond Sand, which lies within a cable's length of a small creek on the said shore. Come no nearer to it than 7 fathoms. After passing the creek, trim sharp, and haul up at N. W. by W. for the lower point of the Narrows on the southern shore; which S. shore, with S. westerly winds, it will be necessary to range, until a ship begins to open Hughly River, and then put directly in at N. N. E. taking care of the eastern point of the river and of the eddies that are usually very troublesome there about the half tide, occasioned by the division of the stream into that and the River of Tumberlee.

TUMBERLEY. See **TOMBERLICK.**

TUNCAL. See **JUNCAL.**

TUNIS, a populous town of the N. coast of Africa, of about a league in circumference, defended by a strong castle. It stands near a large lake about

3 leagues to the S. from the ruins of Old Carthage, and 100 leagues to the E. of Algiers; and is in lat. 36 deg. 46 min. N. and long. 10 deg. 16 min. E. It stands on the point of the Gulf of Goletta, and its harbour has a very narrow entrance through a small canal; though it is at the distance of 10 miles from the sea, they have a good trade. They have no water in the city but what is kept in cisterns, except one well that is entirely reserved for the bashaw's use. It is one of the places mentioned under the Mediterranean, where the tides are observable.

TUNS Rocks, to the N. E. from the Saltees Rocks, near the S. E. angle of the coast of Ireland. The northernmost of these is called the N. Rock, and the southernmost by the name of the Tuns.

TUNS Shoal or Bank, is a great bank of sand that lies before the mouth of the harbour of Lough Foil, going up to Londonderry, on the N. coast of Ireland. It lies from the E. point of the haven, and extends two miles to the northward off from the shore. When the wind is out, the sea breaks very much upon it. Small vessels that draw but little water may pass through between the sand and the E. point, but it is very narrow though there is more than 18 feet water at full sea. Along the W. side of the sand there is 14 or 15 fathoms. See **LONDONDERRY.**

TURA Island in the Archipelago Sea in the Mediterranean, is a small island to the northward of Zira, and to the W. from the N. W. end of Tinos Island about 3 leagues.

TURBET's Bank, in the channel of Cork, on the S. coast of Ireland, is in mid-channel of the first Narrow, about two-thirds of the distance from Roche's Tower to Dog's Nose, both on the starboard shore going in. The N. end of it is nearly thwart of Rupert's Fort also on a point of land on the starboard, or the N. limit of White Bay. See **CORK.**

TURE Bank, off the W. coast of France, is to the westward of the Lombard Sand, and about 5 miles from the shore. It may be passed safely on each side by attention. See **LOMBARD.**

TURIANO River, on the N. coast of South America, is 3 leagues to the E. of the Islands Barbarata. Here is a salt pond which furnishes all the coast, with a good haven as well as a road for

ships

ships to ride in while they are loading this necessary article. From hence to the bay of Tristo is W. S. W.

TURK Island or *Enis TURK*, on the W. coast of Ireland, is due S. from Achill Island, and a little easterly from Achill Head. It is a small island and has another on its S. W. called *Enis Bofine*.

TURKS Islands are several small islands in the West Indian Sea, lying about 35 leagues to the N. E. from the Island of St. Domingo, and about 60 to the S. E. from Crooked Island. The Bermudians frequently come hither and make a great quantity of salt; and the ships which sail from St. Domingo commonly pass within sight of them. It lies about 30 leagues to the N. from Isabella Bay, in lat. 21 deg. 18 min. N. and long. 71 deg. 5 min. W. and has the shoals called Platewreck and Abrolho to the E. and the Great Caicos Bank to the W. A narrow channel of only a league separates it from the latter, and is the common passage for all vessels from Monte Christi. Though they are many in number, one of them is less insignificant than the rest, being a league or two over, but it is low, sandy, and barren, and has no fresh water. There is good anchor ground to leeward, but no harbour any where. The French vessels from Cape François prefer this to the Windward Passage.

Cape TURNAGAIN, on the E. coast of the northern Island of New Zealand in the South Pacific Ocean, is in lat. 40 deg. 28 min. S. and long. 176 deg. 56 min. E. and is 18 leagues to the S. W. from Cape Kidnappers. The land between is sometimes lofty white cliffs, and at others low sandy beaches. It is about 26 leagues to the N. E. from Cape Palliser near the E. part of Cook's Straits between the two islands.

TURTLE Bay, in the Island of Mauritius or Island of France in the Indian Ocean, is between the river of that name and Tomb River. To go in, run between Long Island and the Gunner's Coin.

TURTLE Bay is to the N. W. of Wallis's Island on the coast of New Ireland in the Eastern Indian Ocean, which has anchorage within the W. S. W. point in 25 fathoms.

TURTLE Bay, on the N. side of the isthmus or narrowest part of the Island of St. Christopher's in the West Indies,

has Canoe Bay on its E. Bennet's Bay is on the other side of the island opposite to it, being here not more than half a mile over.

TURTLE Island, a small island so called in the South Pacific Ocean, is not quite a league in length from N. E. to S. W. and not half as much in breadth. It is surrounded by a reef of coral rocks that have no soundings without them. In one place only there is a channel of 6 feet water, which will admit the passage of boats. A coral bank to the S. S. W. occasions breakers. The island is in lat. 19 deg. 49 min. S. and long. 177 deg. 57 min. W.

TURTLE Reef, on the N. E. coast of New Holland, is a bank or shoal so named, in lat. 15 deg. 32 min. S. being to the S. E. from the mouth of Endeavour River. Soundings between it and the main are from 3 fathoms and a half to 15 fathoms.

TURY River, on the coast of Brazil in South America, is 40 leagues at E. S. E. from the River of Cayta. There are several places between. In the mouth of it, and as it were blocking up the harbour, is the Island of St. John, a long narrow unequal piece of land, having a reef of sand running off to the N. of it, as long and large as itself, but much broader. This island lies just off the river's mouth, and makes a very good harbour on the inside of it; but the going in or out is difficult, and there are no pilots to be had.

TUSCEES Islands on the N. coast of France, are on the N. W. side of Brehat, with the Island of St. Maude also; and betwixt these islands and Brehat is a channel called the N. E. channel, where ships may ride in from 8 to 12 fathoms water. The Islands of Doran and Zearn are almost 2 miles to the northward of these islands, and without and to the N. eastward into the sea the ground is foul and rocky.

TUSKAR Rock, a large black rock, which is smooth and appears like a ship turned upside down, but about twice as large, and is at S. E. by E. from the point of Grenore at the distance of a league, 4 leagues and a half at N. N. E. from the Saltees, 2 leagues to the E. by S. from St. Margaret's Bay, and 10 leagues at N. W. from the Smalls rocks off the coast of Wales. It is to be observed that the flood tide runs from this rock without the banks off the E. coast of Ireland

Ireland to the N. N. E. It is in lat. 52 deg. 11 min. N. and long. 6 deg. 50 min. W.

TUTAPAN, a large town on the W. coast of New Mexico in the North Pacific Ocean. The high rugged land to the N. W. from the River Sacatulca extends to the N. W. 25 leagues, and in the highest part of the land, about half a league beyond Sacatulca, two hills like two little dogs will be seen close together, and on being near the land, so as to bear N. and S. with them, a moderately high rock will be discovered with a spot of strand like a creek. The white church of Tutapan will then be seen; and ships may anchor to the southward between the river and the strand in 4 fathoms and clean ground. To go on shore, make for the end of the strand to the N. W. near the Stones, when the way to the town, which is inhabited by Indians, will be seen. An indifferently high point, with a parcel of rocks near the S. E. side of it, that can only be seen by a ship near land, is 4 leagues to the N. W. of Tutapan.

TUTECORYN, **TUTICORIN** or **TUTACORYN**, in India, between which and Cape Comorin, the S. point of the peninsula, the current sets very strong to the N. W. Hence it is recommended, after doubling the S. point of Ceylon Island to keep the W. coast close on board as high as to Columbo, and then to stretch over towards Cape Comorin. It is 20 leagues to the E. of Cape Comorin, in Madurá, and in lat. 8 deg. 35 min. N. and long. 77 deg. 10 min. E. See **TOUTECORIN**. Of the periodical seasons here, see an account under **COMORIN**.

TUYLAW Island, on the coast of Sweden, is 3 leagues to the South of the Island Morufstong, or the N. point of Valkenberg River. The high white hill called the Young Koll is here; and beyond it to the S. is a great bay, in which are several small ports and rivers. Holmsted, which is one of the loading places, is 3 leagues to the S. of Tuylaw.

TWEED River, a large and beautiful river, has its rise on the confines of Clydesdale in Scotland, and runs eastward through Tweedale. It afterwards divides England from Scotland, and falls into the German Ocean at Berwick.

TWELINGATE Islands near the E. coast of Newfoundland, are in lat. 50 VOL. II.

deg. 2 min. N. and long. 54 deg. 41 min. W.

TWELVE Pence. See **SLYNE** Head.

TWINDA Point, is the E. point of the Island of Anglesey in the Irish Sea, near which is the small island of Priestholm, and between them a good but narrow channel. From the point a ledge of rocks runs out to N. N. E. into the sea, so that the point must have a good birth. When a ship is half a mile from shore, and brings this point at E. by S. then a due E. course will take a ship very safely. There is a round rock on the larboard side which dries at half ebb; and from that rock runs out a ledge of sunken rocks for half a mile to the S. S. E. But the course recommended will take a ship clear of all into 5 fathoms water, when it may go quite up to Beaumaris.

Twisch, a mark for sailing in the Zuyder Zee on the coast of Holland, from the buoy of the sand called the Creyll to the buoy on the Frees Plat. The course for this is N. E. and the steeple of Twisch, being brought a little to the northward of Medinbleck, must be kept so as long as they can be seen; and this will carry a ship clear of any shoals between the Creyll and the Flat.

TWO HILLS Island, a small island of the New Hebrides in the South Pacific Ocean, between which and the peaked rock called the Monument is a channel of near a mile broad in 24 fathoms water.

TYBEE or **TYBEY** Island, near the town of Savannah in Georgia, on the coast of North America, on which is a light-house for ships 80 feet high, having only one lantern. It is to the southward of the bar of the river, and is very pleasant; and to the W. of it is a beautiful creek where a ship of any burden may lie safe at anchor.

TYDER Island, on the W. coast of Africa, on the coast of which is a reef to the point of Terra Gorda, near the Bay of Arguin.

TYGER'S Bay, on the S. coast of Africa, is 20 leagues to the S. from Sheep's Bay, where there is good ground. Between them is St. Nicholas Point, from which a great rocky reef runs out to seaward. From the bay to Mount Negro is 20 leagues at S. W. by S. the very high mountain called the Old Man, lying in the midway.

TYGER'S Island, on the S. of Cape Negro or the Black Point, which is S. W.

S. W. from Mount Negro, is a low sand bank that looks like an island; the middle of it is joined to the main and makes a bay where there is a good road. This island is about 6 leagues long, and the inner side broad like a half moon, and there are several wooden crosses on the point on the N. side. To go into this bay, take care of some flats; but there is deep water in the S. bay. A reef lies off from the S. part of the island, and reaches southerly and almost round it; this must be found out by careful sounding.

TYMOON. See TIMOAN.

TYNE River, is a large river of Northumberland, which comes from the W. and N. W. nearly across the county, consisting of two branches or principal streams that receive a vast number of tributary brooks and rivulets in their progress. After uniting, it becomes the boundary between Northumberland and Durham at some distance above the town of Newcastle; and, after passing that populous town, falls into the sea at Tynemouth.

TYCHO BRAHE's Tower, a mark for sailing to. Copenhagen from Ellsineur. See COPENHAGEN.

TYOORT Point, is the outermost point to the eastward on the N. shore of the channel of Amsterdam, and the outlet into the S. W. angle of the Zuyder Zee. A long bank of sand runs off from it about N. E. by E. which rounds to the N. N. W. to Marcken Island lying off from Monikedam; and from the S. shore, opposite to the point of Tyoort, a bank runs out parallel to the other, called the Muyden, and nearly as far out, leaving a narrow channel of from 12 to 18 feet water; and in some places but 9, out between them.

TYPA Road, to the southward of Canton in China, and of Macao town about 4 miles, is in lat. 22 deg. 9 min. N. and long. 113 deg. 49 min. E. The variation here in 1780 was only 19 min. W. Ships may moor here with the stream anchor and cable to the westward, having 2 small islands to the N. between them and Macao, a larger island on the S. and S. W. and another not so large on the S. E. On the N. W. side of this last island is the passage near to the shore in 3 fathoms; until a monastery in the town of Macao opens over a rocky head, being the S. W. of the larger and easternmost of the two small

islands on the N. They may then stretch N. W. to Shoal Point, being the N. E. point of the island which lies to the W. of the road.

TYRAI Islands, which are 10 in number, are among the numerous islands of the Eastern Indian Ocean, that stretch along the coast all the way from Tinhofa Fallo towards the E. point of Aynam or Hainan Island, between the two Tinhofas, and all along the S. E. side of Hainan. They lie out near 40 miles, and some of them to the distance of 10 leagues E. from the N. E. point of Hainan. These islands are sometimes called TAYA, and are in lat. 19 deg. 45 min. N. and long. 110 deg. 50 min. E.

TYRAWLEY's Point, is the S. W. point of Trevanion's Island at the N. W. angle of the Island of New Guernsey or Lord Egmont's Island, the principal of the Queen Charlotte's Islands in the South Pacific Ocean; but there is no passage into the lagoon from the W. by this point, as it is shut up by rocks.

TYRE, on the coast of the Levant, or eastern extremity of the Mediterranean. See SAXO.

TYRE or TYRO, on the N. W. coast of Africa, the high tower of which will be seen, when a ship is thwart of Mafagan, to the southward; but the town is in ruins. There is a steep point about a league to the westward of Tyre, beyond which ships sailing along shore from the eastward cannot see any more land until they come very near it. When it is nearly thwart of a ship, a great square cliff, that is whitish with reddish spots, and appears at a distance like a wall, will open to the westward, which is the white point of Cape Blanco. The town of Tyro is about 10 leagues to the eastward of the cape.

V and U

V AADER, or FATHER Island, on the E. coast of South America, is a long narrow island about a mile to the E. of Forlorn or Lost Island. See FATHER.

VACA Rock, near the S. W. part of the Island of Sardinia in the Mediterranean

near Sea, is close to Palma de Sal Island from whence to Cape Tolar the course is 3 leagues to the E.

Lengua de VACCA, otherwise called the Cow's or Neat's Tongue, is a low point that runs out on the coast of Chili on the W. coast of South America, and closes the Bay of Tonguey to the westward.

Praya de VACCAS, on the W. coast of Africa. See CARAVELLAS.

VACHE or Cow's Island, is to the E. northerly from Point Abacou, or the most southerly cape of the western peninsula of St. Domingo Island in the West Indies. It is about 3 leagues from the main island, and has a very good soil with 2 or 3 tolerable ports, and lies very conveniently for trade with the Spanish colonies on the continent and with Cayenne; but only black cattle and hogs are kept on it. The length from E. to W. is about 7 leagues, making within the Bay of Savanna. The E. end is low and shoal, where ships must not come nearer than 2 leagues from it; and from hence a large reef of rocks stretches out to N. N. W. almost 4 leagues, but they are above water. To the eastward of the W. point of the island is a range of keys or rocks above water, which are steep, and stretch away E. by S. round that part of the island almost 3 leagues near to Morgan's Key. The pilots assert that there is a dangerous reef or shoal of sand, 3 leagues due S. from the island, that stretches outward near 3 leagues, on which there is not more than 3 feet at low water. The seamen call this *ASH* Island, being a corruption from *Vash*, as it is pronounced.

VACHE et le *TORREAU*, or *COW* and *BULL* Rocks, Newfoundland, which see.

VADA, is a town of Tuscany in Italy, having a harbour on the Tuscan Sea, about 20 miles to the S. of Leghorn, in lat. 43 deg. 17 min. N. and long. 11 deg. 20 min. E.

VADE Gulf, is a large Bay so called from the town of its name on the coast of Italy, comprehended between Cape Barato on the peninsula of Piombino on the S. and Cape Mount Negro to the southward of Leghorn on the N.

VADE Shoal, a rocky bank so called off the gulf of the name on the W. coast of Italy, directly in the fairway between Cape Mount Negro at N. by

W. and the W. point of Piombino at S. by E. and nearly in the midway between them.

VADO, is a town of Genoa in the Mediterranean Sea, having a port about 3 miles to the W. of Savona and 24 S. W. from Genoa, in lat. 44 deg. 16 min. N. and long. 9 deg. 7 min. E.

Anthony VAES Island, on the E. coast of Brazil in South America, is a small island to the southward of the sandy Receif, and opposite to it, which is joined to the continent by a bridge.

VAL, on the coast of Italy, is 3 leagues to the N. of Cape Noli, and probably the same with Vado. It has a small bay and a good road; and in the fairway along the coast between them the city of Genoa will be seen from the deck of a ship.

VAILA Island, is a small island to the eastward of the S. E. point of Banca Island in the Eastern Indian Ocean, between that island and Billiton on the E. but nearer to Banca. It is in lat. 3 deg. 10 min. S. and long. 106 deg. 40 min. E.

VAISEAUX Island, is a small island on the N. shore of the Gulf of Mexico, on the coast of Louisiana, between the mouths of the Mississippi and the Mobile, with a small harbour.

Cape VALA or *VOLA*. See *VOLA*.

VALDENOSI, on the N. E. coast of the Gulf of Venice, is near *DULCIGNO*, which see.

VALDERAS, or Valley of Flags, on the W. coast of Mexico, is in a deep bay between Cape Corientes and the point of Pontique, and is about 3 leagues wide. It rises from a smooth level ground towards the sea, whence the landing is easy, and it is bounded within land by a pleasant green hill.

VALDIVIA. See *BALDIVIA*.

VALENCIA, is a very populous and large town of Spain, the port for which is Grao on the Mediterranean, at the mouth of the River of Valencia, which falls into the gulf of the same name. There is anchorage before the mouth of the river in from 5 to 10 fathoms. It is about W. N. W. from the Island of Yvica, and is in lat. 39 deg. 35 min. N. and long. 5 min. W. See *GRAO*.

VALENTIA Island, on the W. coast of Ireland, is a moderately large island which forms the S. part of the opening to Dingle Bay. See *BEGIN* Harbour.

VALENTINE'S Bay, to the westward of Success Cape, is on the S. E. part of the coast of the island of Terra del Fuego, to the westward southerly of strait Le Maire. From this bay the coast trends away at W. S. W. for 20 or 30 leagues, being high and mountainous, and forming several bays and inlets.

St. VALERY, on the S. shore of the opening of Soame River, on the N. coast of France. Its lat. is 50 deg. 11 min. N. and long. 1 deg. 37 min. E. See **SOAME** or **SOMME**. This must be distinguished from St. Vallery to the W. of Dieppe.

VALKENBERG River, on the coast of Sweden, is to the southward of Monster Sound, on the N. bank of which is an island called Moruftong, and to the S. of that another called Tuylow at the distance of 3 leagues. Here is the high white hill called Young Kol.

VALLEE, distinguished into Great and Little, on the N. E. part of the coast of New Brunswick, at the opening of the gulf of St. Lawrence from the river, Mount Louis and Magdalena Rivers are both to the westward of it towards Cape St. Ann; and Great Pond, Little Fox River, and other places to the eastward towards Cape Rosieres.

ST. VALLERY, on the N. coast of France; is 5 leagues to the westward of Dieppe, and should be distinguished from St. Valery at the mouth of the river Soame. The lat. is 49 deg. 52 min. N. and long. 4 min. E.

VALLONA River, on the coast of Dalmatia, in the gulf of Venice, See **VALONA**.

VALONA Port, on the E. shore of the Adriatic gulf, or gulf of Venice in the Mediterranean sea, is 17 leagues to the S. of Durazzo. It is an excellent haven, at the entrance of which is an island that breaks off the sea, and secures it from southerly winds, as the main shelters it from northerly winds; and the points of the entrance, being both very high, so effectually secure it from the E. and W. also, that nothing can hurt a ship. Here is also a very good watering place. The island of Fanu off the N. end of Corfu Island is 15 leagues from this port, or rather from the Island Soasin at the mouth of it. Valona is in lat. 49 deg. 35 min. N. and long. 21 deg. 10 min. E.

VALPARAISO Port or Bay, on the coast of Chili, is on the South Pacific Ocean, and the W. coast of South America. It is 2 leagues to the W. N. W. from Cape Curaoma. On turning the point to go for this harbour, range close along a shoal that shews itself within about half a cable's length from the shore, in order to get to windward; this shoal consists of a ledge of rocks that comes dry in some parts, but is so safe that ships have rode within a boat's length of it in calm weather, without touching it. Ships that keep off too far, are often obliged to make several trips to recover the road, the anchoring place being high up the river. Bring the point of Valparaiso at N. E. by N, the White Battery at W. S. W. and Cape Caucon at N. by E. and a ship will have the best of the anchoring place in 27 fathoms in grey oozy ground, and secure from all winds. Its lat is 33 deg. 3 min. S. and long. 72 deg. 19 min. W.

This harbour is well frequented, particularly by coasters to load corn for Callao and Panama. Pilots may be had here for almost any port on the coast especially to the northward. The coasting vessels commonly run in so close to the town, as to make fast with their cables on shore, either to piles or great stones with rings in them; and though so near the land, they have 8 or 10 fathoms water. On account of the breezes which regularly come about noon from the S. and S. W. that blow so strong as to place no security in anchors, this is an excellent way of securing ships; but care must be taken of a shoal within a cable's length of the shore, near the battery of the White Castle, on which shoal there is only 13 or 14 feet at low water, and the sea rises only 6 or 7 feet at most. These are the only dangers of the bay, being in all other respects very safe, and ships may turn up or down in from 8 to 50 fathoms, and anchor every where. In turning to the eastward towards the Siete Hermanas, or Seven Sisters, come no nearer the shore than 2 cables length and a half opposite to a small running brook that is crossed by a broad reddish highway, as there is a shoal in that place which has only 2 fathoms and a half upon it. It is also to be noted, that ships usually ride in the nook or angle of this road before the

the battery of Castillo Blanco; this being a very convenient situation for trade, as well as secure from pirates and rovers. In winter, however, it is a bad road, because the N. winds blow right in, and make such a sea, that ships are often forced ashore in spite of all their moorings head and stern. In summer, the S. winds are equally violent, but they blow over land and therefore make no sea; and if they should cause a ship to drive, she has nothing to do but to put before the wind, and go out to sea, and she may return in the evening when the wind always abates. The river which goes up to the city of St. Jago many leagues within land is not navigable up to the city, but all the business is done at Valparaiso. Large quantities of hemp that is brought down the river on strange floats that are formed of bladders and skins, are loaded here. The Point Conception is at N. by E. and partly within the bay, and opens another small bay into which the river Aconcagua empties itself. This port of Valparaiso has sometimes been called San Tiago; but it has more usually the present name.

VAN CHEAU Island in the Eastern Indian Ocean, is in lat. 18 deg. 50 min. N. and long. 110 deg. 40 min. E.

VAN DIEMEN'S Land, a part of the large and extensive island of New Holland in the South Pacific Ocean, discovered by Tasman in 1642, and visited by Capt. Furneaux, in 1773, and afterwards by Capt. Cook. See *Van DIEMEN* and *New HOLLAND*.

VAN DIEMEN'S Road, in the island of Tongataboo, in the South Pacific Ocean, is in lat. 21 deg. 4 min. S. and long. 174 deg. 56 min. W.

VANDYKES Islands, called *Jost* and *Little*, are two of the smaller Virgin islands, in the West Indies, situated to the N. W. from Tortola, in lat. 18 deg. 25 min. N. and long. 63 deg. 15 min. W.

VANNES or VENNES, is the capital city of Lower Bretagne or Brittany on the W. coast of France, and situated on the S. E. shore of the easternmost branch of the river that goes in at N. N. E. from the island of Belleisle; but the E. coast must be made from this island, or the

Cardinals, because there is a bank runs off S. E. from the N. point of Morbihan. The two rivers from Vannes and Auray, unite just before their influx into the ocean, where are several rocks, of which some are above and some under water. These, in going to Vannes, must be left on the larboard side, and when a ship is so far within as to get Lomaria mill at S. by W. this is a mark for anchoring in the midst of the haven in 9 or 10 fathoms water, when Auray will bear at N. N. W. All the W. shore of this river is so very deep, soft, and oozy, that a ship will scarce receive any damage by running aground. The ebbs of these rivers run very strong; and sometimes in this river of Vannes a ship, even when it blows a storm right in, will scarcely be able to stem the current with all the sail that can be set in that case. Its lat. is 47 deg. 39 min. N. and long. 2 deg. 46 min. W. See *MORBIHAN*.

VAR River, near the extreme part of the coast of France in the Mediterranean sea, is at N. by E. from Antibes, and nearly W. from Nice. But there are several small islands off it, and within the mouth, with many shoals that render it useless for the purposes of navigation.

Fort La VARDE, one of the batteries from Concale to St. Maloes caufeway, which defends the creek of Roteneuf, and crosses its fire with that of island La Conchee, Fort Royal, and the two towers of the castle. Till this is destroyed, no ships of whatever description can reach St. Maloes with a hostile intention.

VARROR Island, *Pulo VARROR* or *VEREUR*, is S. E. by E. from Point Panjang, and about 28 leagues to the S. E. from the Point above Achen at the N. W. end of the island of Sumatra in the Indian Ocean, being in lat. 3 deg. 59 min. N. This island is almost all rocks, and is steep on every side; but on the S. W. part of it there is very good wooding and watering. The tides are very particular here; for the flood sets much stronger than the ebb, and it runs in the direction of W. S. W. in the open sea, but sets upon the island at S. E. by S. The Water Island is from 8 to 9 leagues at S. S. E. from it,

it, and the island of Arroes 20 leagues farther at E. by S. or E. S. E. See ARROES.

VARUNGER, on the coast of Lapland, is a port beyond Wardhuys, which is very convenient for refitting a ship.

VAUCLIN Bay, on the E. coast of the island of Martinico, in the West Indies, is within the point so called on the S. side in to the westward, having Baye de Pacmote on the S. of it.

VAUCLIN Point, the easternmost point of a long and narrow peninsula, which forms the S. side of Louis Bay, on the E. coast of Martinico in the West Indies.

VAULE Rock, is about 3 leagues from the Land's End in the direction of S. S. W. which at half tide makes like the bottom of a ship. There is a depth of 43 fathoms close to it on every side.

VAUVILLE Bay, on the coast of France, is a long but not very deep bay, which begins at Joubourg Neis to the southward of Cape la Hague, and extends S. to Flamanville Cape or Gros Nez.

VAVAO Island, is one of the extensive group of those called Friendly Islands in the South Pacific Ocean. It is two days sail from Hapae, or about 36 hours at 7 miles an hour, and may be supposed to be in lat. about 19 deg. S. and is said to be larger than Tongataboo or Amsterdam Island, though subject to it. There are high mountains in it, and several streams of fresh water, according to the report of the inhabitants of Tongataboo, with a good harbour.

Anthony VAZ Island on the coast of Brazil in South America, on which is one of the forts to protect the harbour of the Recife.

St. UBE's, a name corruptly given for SETUBAL or Setuval, is a considerable sea port of Estremadura in Portugal, situated on a capacious bay of the North Atlantic Ocean, about 7 leagues to the S. from Lisbon. Much salt is made here and carried to the American plantations; and the country round it abounds in good wine and fruit. Its lat. is 38 deg. 22 min. N. and long. 8 deg. 54 min. W. See SETUVAL.

UBI or UBY Island, called *Pulo UBY* in the Eastern Indian Ocean, is near the

opening or entrance to the gulf of Siam to the eastward of the peninsula of Malacca, and near the coast of Cambodia. It is about 20 miles in circumference, and has good water and plenty of wood, being about 40 leagues W. from Pulo Condore, in lat. 8 deg. 25 min. N. and long. 105 deg. 56 min. E. It is the central direction for the navigation of these seas. To make this island come into 16 fathoms water, especially in coming from the westward, as it will scarcely be found in from 25 to 29 fathoms, and it will be difficult to work up against the currents to reach it. When a ship has reached it, the anchorage is on the N. side where there is water; but the best wooding and watering is on the S. E. side; and there is also a good road for large ships on the E. side in good ground and very well secured. For ships destined from hence to Cambodia River, see CAMBODIA. In the months of June, July, and August, strong S. W. winds blow, and this island must be made to ensure a moderate passage to Cambodia.

UDAM, the same as SCHYTELBOCKS which see.

UDDEVALLA, is a town of Sweden, in W. Gothland, situated on a bay of the sea, about 17 leagues to the N. of Gotheborg. It exports iron, planks and herrings.

Civita VECCHIA, on the coast of Italy, is 10 leagues at E. S. E. from Porto Hercule, and 6 leagues at W. S. W. from Ostia at the mouth of the Tiber. The entrance into the haven is very easy to be known by a particular mark which renders a pilot unnecessary. An old wall stands in the sea about a fathom above water, behind which is the haven, and on the W. side of it on the shore is a light-house, and ships may sail in on either side of this wall, though the E. side is the deepest, having 5 fathoms. Observe to avoid a shoal which runs off from the point, because the ground is also foul; and if a ship goes in on the W. side, it will have 3 fathoms in the fairway, and deeper water within. Come to anchor in the haven with 2 anchors in the water, and 2 head-baits in rings upon the wall. If this town, which belongs to the Pope, should ever be made a free port, it would greatly injure the trade of Leghorn. It is in lat. 42 deg. 5 min. N. and long. 11 deg. 46 min. E.

Porto

Porto VECCIO, or *VECHAO* in the island of Corsica, is to the S. W. from Cape Sagri about 11 leagues, and at the entrance is a small island called Giglia, or Ligli, and sometimes Sigli. Ships may go in on either side, and the haven has good anchorage, and safe from all winds. There are some small islands without the S. point, on which part they are also foul, so that ships must give them a good birth on passing round them. Cape St. Amansó or St. Messa is 5 leagues to the S. W. from these islands, and there is anchorage all the way between near the shore.

VECHIO. See *VECCIO*.

Porto VEDRA, or *VERDE*. See *VERDE*.

VEER Gat or Channel, one of the channels into Ter Veer, between the islands of Walcheren and Schöwen. In coming out of the sea from the northward, to go into this channel, run right in with W. Chappel due S. until Middleburg comes over E. Chappel; particularly observing not to bring it to the westward, as a ship would then be upon the Benjaert. Then sail right with E. Chappel and Middleburg until Cortgoen tower, which is one of the towers in the sunken land off of Catts Land, as West Kirk is the other, comes to the southward of West Kirk when they will bear at E. S. E. Keep them so, and run in with them, until the first buoy of the Veer Gat comes in sight. In this channel of the Veer Gat are 3 buoys resembling great hogsheds, all of which must be left on the starboard side, having first passed one on the larboard, that lies on the point of the pole of the Benjaert, and is like all other sea buoys. The first buoy of the Veer Gat lies in 3 fathoms and a half water; and the course for all of them, which are in sight of each other, is S. E. by E. somewhat southerly. The second and third buoys lie in only 2 fathoms each upon a point of a flat or sand called the Maid; and over against the third is a shoal called the Unrest that lies with a long sharp point towards this buoy, which renders it necessary to run close along to the northward of the buoy, as it is not there very broad between them, nor is there more than 12 and 13 feet water. But thwart of the first and second buoys it is broad enough, and has a good depth. Having passed the

third buoy sail right to Ter Veer, over against which lies a flat, called the Scottsman, that must be avoided by keeping it on the starboard side. It is high water here on full and change days at 12 o'clock; but at Ter Veer not till half past one.

VEET Rock, or *VEET Stone*, on the coast of Norway is 2 leagues from the shore, and 5 leagues at N. W. from Walbert Point. Between them is the Rut, a ledge of low rocks to the southward of the Veet. To the N. of the Veet is the island of Witting's Eye at the distance of 2 leagues, and Sibrichstone island to the N. N. E. at the distance of 4 leagues. This rock is also a guide into the Stavanger sound, Tongeness sound, Doefwick, Scuteness sound, and all the sounds on that side. It is 5 leagues from the Veet at N. N. W. to Scuteness. See *TONGENESS*.

VEGA, St. JAGO de la, or *SPANISH Town*, on the S. coast nearly of the Island of Jamaica. See *SPANISH Town*.

VEGI Rocks, near the S. E. part of the island of Corsica in the Mediterranean, off the haven of St. Amansó, which, with a large castle on the point, are marks for knowing it by.

VEGLIA Island, is an island in the gulf of Venice in the Mediterranean on the coast of Morlachia. It is to the E. of Cherso, and has a good harbour, and is the pleasantest island on this coast. Its only town has the same name, and is in lat. 45 deg. 22 min. N. and long. 14 deg. 56 min. E.

VEJAS, or *Morro de VEJAS*, on the coast of Peru, in the South Pacific Ocean, and on the W. coast of South America, is but half a league from the island of Lobos. On the N. N. E. side of this Morro or headland is a good road, where ships may anchor in from 13 to 15 fathoms; and to go in there they should sound it with a boat before they venture by the point. The S. E. side of this head makes like a galley, but in running by it the land joins again, a small gut excepted of about 8 fathoms broad, and then another island shoots out with it, so that it all appears as one main land. From Morro Quemada hither the land falls in to the eastward, and forms a large bay. This headland of Vejas makes at sea like a high island, but is so low to the southward that it is only seen

seen a little way. There is a cliff or opening in the land on the top of the high part, which looks, on coming open with it, to be very large and deep, as if some river came into the sea there, but that is not the case. The Island of Carretta, a small low round island, but without any harbour, and about a quarter of a league from the main, lies due N. and S. with this headland, at 2 leagues distance.

Ensenado del VEJO, or Old Man's Bay, within two leagues of which, is the channel of St. Gallan or Cangallan, on the side of the main through which all ships must go. It has good anchorage in 12 fathoms, and is well sheltered from northerly and easterly winds, the island which lies off to the westward breaking off the sea. With a S. W. wind however, it is but a very indifferent harbour. There is 15 fathoms within a cable's length of the N. point of the bay, with a good bottom, being hard sand and shells.

St. VEIT or VITO, is a strong sea port of Italy in Istria, on the Gulf of Venice, about 12 leagues to the S. E. from the Cape of Istria, and in lat. 45 deg. 40 min. N. and long. 14 deg. 46 min. E. See FIUME.

VELA Cape, a noted cape on the coast of Terra Firma, in South America. It is in lat. about 12 deg. N. and long. about 72 deg. W. See VOLA.

Port VELAS or VELASCO, on the W. coast of New Mexico, is 7 leagues at N. W. by N. from the Morro Hermosa. The port lies up within the land, and has fresh water; but the land between the town and the sea is low, and not to be seen from the sea until a ship is very near it. The following marks, if attended to, will point it out. Before a ship comes to the height of this harbour, about 3 leagues, 3 or 4 rocks will be seen in the sea above water, with a small island close by them; and farther on, before a ship comes to the harbour, 3 or 4 other rocks will be seen that make at a distance like ships under sail, from whence, it is affirmed, the port had its name, the city or port of Sails. There is also another mark, which is still more to be noticed, that near the mouth of the port is a great ledge lying along the coast for a league in length, and running out also for a league into the sea; of this it is particularly necessary ships should be careful. From this port to St. Catherine's Point, is 8 leagues to W. N. W.

but the coast between is very full of points and bays.

VELASCO. See VELAS.

VELEZ, or *Penon de VELEZ*, on the N. coast of Africa, is 24 leagues at E. S. E. from the point of Ceuta, or S. E. limit of Gibraltar Straits, to the eastward of which is a rough point grown with trees, on the side of which is Buttery in a fine bay, the points of which are about 2 miles asunder. The E. side is the best for traffic, and also to lie under against a Levant wind.

VELT, on the coast of Holland, is one of the channels into Zierick Zee, for which these marks must be observed. Near the southernmost end of Schowen Island a tower stands in a field, with a beacon upon it, called West Schowen. Bring the same about the length of a capitan bar to the southward of the southernmost beacon at the W. end of Schowen, and so run in between the New Sand and the Benjaert; there will be 12 and 14 feet in the shoalest part, thwart of the outermost point of the New Sand, and by the shore 20 feet. On coming in by the shore, run along by it until the ship comes near Zierick Zee, as directed for the Keel channel. See KEEL. Take care of the Benjaert in running in through this channel, as that is very steep on the N. side, having 3, 4, and 5 fathoms close to it; but thwart of the shoal which lies thwart of Schowen there is 6 and 7 fathoms. The New Sand is indifferently flat on the S. side, and ships may borrow upon it by the lead.

VENDELOO's or VANDELOO's Bay and River, are to the S. S. E. from Trincomalé harbour on the E. coast of Ceylon Island in the East Indies. They are in the way to Batacaloe Harbour, and about two-thirds of the distance from Trincomalé. On the coast between there are several islands parallel to them, and amongst others Providence Island, the largest of them, near which was an engagement on the 12th of April 1782 between the English and French fleets then in the Indian Ocean, between Sir Edward Hughes and Mons. Suffrein.

VENEZUELA Gulf, a large inlet of the sea from the West Indian Ocean, to the southward of Curaçoa Island on the coast of Terra Firma, communicating by a narrow strait with the Lake of Maricaibo. It runs 30 leagues within land, but is narrow in proportion. Including the lake of Maricaibo, it is said to run

in

in 80 leagues, and to widen to a great breadth; but the islands in the entrance interrupt the navigation so much that it is only practicable for such small sloops and barges as are built in the country. The town of the same name is near the sea coast, about 17 leagues to the S. E. from Cape Roman, in lat. 10 deg. 30 min. N. and long. 70 deg. 15 min. W.

Port VENDRE, on the coast of the Mediterranean, is near the limits of the barrier between the French and Spanish coast, and about half a league from Collioure.

Santa VENERANDA Island in the Island of Candia in the Mediterranean, is the northernmost of two small islands at the S. W. angle of that extensive island.

VENETERA, a road for shipping on the S. part of the coast of the peninsula of the Morea; there are many other very good and safe roads hereabouts, with good anchorage. See **MODON**.

VENETICO Rock, at the S. end of the Island of Scio in the Archipelago Sea in the Mediterranean. It is about 18 leagues at N. E. by N. from the channel between the Islands of Tinos and Mycone. See **SCIO**. The ground is clean all round, and between it and the main island is a good channel, through which ships may run boldly any way. From this island to the channel within the main island is 2-leagues to the N. E. and then northward to the port and city of Scio.

VENICE, is a city near the bottom of the Adriatic sea or gulf of its name in the Mediterranean, and situated among the lagunes at the distance of about 5 miles from the main. These lagunes were little islands or spots of ground, appearing above the sea, which overflowed the neighbouring parts. It was first founded about the year 421, upon 72 of these lagunes, of which islands there is still a greater number than the city stands upon. By means of its numerous canals people may go by water to every part of the city, though it is 6 miles in circumference; over which are upwards of 450 bridges, and the principal bridge of the Rialto over the principal canal is one-third of a circle and 90 feet in breadth. There are no quays for walking on the canals, and sometimes they take up the whole space from one side of the street to the other. But these canals in summer emit a noisome stench, nor have they any good water but what is brought from the

continent; and the cellaring for their wine is also bad. The Gulf of Venice has but little tide, and at Venice it does not rise above 3 feet at the highest spring, having high water on full and change days at nine o'clock. This city is in lat. 45 deg. 26 min. N. and long. 12 deg. 4 min. E. To go into the port farther than the road of Malamoco, take a pilot there. There is a flat shoal a little to the S. of the entrance into Venice, from which ships will be in great danger if they miss the entrance; for the winds blow there as the current runs, and in that case they will find it extremely difficult to recover the harbour. It is 25 leagues across the bottom of the gulf at E. S. E. from Venice to Rovigno.

VENNES or VANNES. See **VANNES**.

VENTA de Cruz, is a town on the isthmus of Darien and Terra Firma in South America, where the Spanish merchandise from Panama to Portobello is embarked on the River Chagre, 40 miles to the S. of the latter, and 20 miles N. of the former. It is in lat. 9 deg. 26 min. N. and long. 81 deg. 36 min. W.

VENTIRE Haven, on the S. W. coast of Ireland, is about a league and a half to the eastward of the Sound of Blasques, and a league to the S. E. of Dingle le Couch. Begin's Bay is due S. from it on the opposite shore of the large Bay of Dingle.

VENTO Sierra, on the N. coast of South America, the name of the mountains behind the land called Punta de Delrio, opposite to Tortugas Island.

VENTOTIENNE Island off the coast of Italy, is nearly thwart of Gaiera at S. by W. and almost at midway between Ponza Island and Ischia, being 25 miles from the latter, and 30 from the former. Between this island and Ponza, and nearly at the half way between, is a group of rocks called the Botte, which rise several feet above the level of the sea.

VENTRY Bay. See **VINTRY** and **VENTIRE**.

Point VENUS, in Otaheite Island, in the South Pacific Ocean, is the E. point of Matavai or Port Royal Bay, and N. point of the island, is in lat. 17 deg. 29 min. S. and long. 149 deg. 36 min. W. It is high-water here on full and change days about half past 10 o'clock. See **MATAVAI** and **Port ROYAL**.

VER Island on the coast of Norway, is about a league from the Island of Molko,

which

which gives name to the eddy or current of the Moskoeffrom or Malestrom, between this island and the mountain Helseggen in Lofoden; but there is no channel even for the smallest ship between Moskoe and this island.

VER Point, a mark for sailing in the Zuyder Zee, in running from Urk Island to the middle between the buoys of the Cripple and Hoffede at N. W. by W. and from thence in the same course to the S. buoy upon Wieringen flat. If Wieringen or Medinblek is without this point, a ship will be in the fair way; but in turning up, it may be brought a little within the point.

La VERA CRUZ is the principal port of New Spain, having a safe harbour protected by a fort, situated on a rock of an island nearly adjoining called St. John de Ulloa in the Gulf of Mexico. It is, perhaps, one of the most considerable places for trade in the world, being the natural centre of the American treasure, and the magazine of all the merchandise sent from New Spain, or that is transported thither from Europe. It receives a prodigious quantity of East India produce by way of Acapulco, from the Philippine Islands. The lat. is 19 deg. 12 min. N. and long. 97 deg. 30 min. W. It is surrounded with bogs or marshes. See *Vera Cruz*.

Rio VERAGUA, in lat. 10 deg. 5 min. N. lies just within the island at its mouth, at the distance of 18 leagues to the S. E. from the river or lake of Nicaragua. Here is a very good port, but the island is foul, and no dependence must be placed on any part about it for a road; though the best is on the W. and S. sides next to the main, where ships may ride under shore in from 8 to 9 fathoms, and safe from the N. and easterly winds that are most violent upon this coast. From Cape Gracias a Dios hither several islands lie off from the coast both singly and in clusters or groups; and to the eastward from hence is Chagre River.

VERA Paz, in the bottom of the bay of Honduras on the Spanish main, stands on the W. side of a river that runs into Golfo Dulce, and is in lat. 15 deg. 10 min. N. and long. 93 deg. 15 min. W.

Cape VERD, on the W. coast of Africa, the most westerly point of that land, is in lat. 14 deg. 45 min. N. and long. 17 deg. 33 min. W. from which the coast trends one way to E. N. E. and then more northerly, and the other to the S.

E. It bears about S. W. from the river Senegal; and about midway there is a large bay safe for all winds, avoiding indeed the shore on either side at going in, on account of the reefs that run off from both points. The land to the E. of Cape Verd is low, and overgrown with low bushes as far as the eye can reach; and in sailing in with the cape from the northward, it makes like two round hills with low flat grounds to the eastward. But it is steep to seaward, and there are 40 fathoms within 3 or 4 leagues of it. The two round hills are not very high though they are above the land in the bay; and upon the point of the cape and all the land about it are abundance of palm trees, which are always green and pleasant, and are supposed to have given this name to the cape. The land extends somewhat more westerly, but is all low and so flat as not to be seen at a distance. There are some breakers all the way about it from the cape, so that ships are advised not to stand too near, not within 3 or 4 leagues, though there is deep water within the breakers upon occasion, and ships may, with favourable wind and weather, run through between the rocks and the cape; but there can be no necessity for such a course. Ships usually in their course from England, pass the Canaries, on a course of S. W. by S. or S. S. W. then pass between Teneriffe Island and Palma, or between Teneriffe and the Grand Canary Island, and afterwards S. W. by S. for the Cape Verd Islands, and then eastward to the cape only taking care in this last course to avoid the Parget or Purgat Shoal or Bank, and the Beshitten Islands. The cape is about 40 miles N. W. of the mouth of the River Gambia. To sail from this cape to the Island of St. Thomas under the line, see *St. THOMAS*.

VERD Island, opposite to Cape Quibanic on the Island of Cuba. See *QUIBANICO*.

Cape VERD Islands, so named from their being thwart of the cape so called on the W. point of Africa, are about 20 in number, 9 of which are uninhabited. They are about 130 leagues to the W. of the cape, and extend between 15 and 18 deg. generally of N. lat. The names are St. Anthony, Bonavista, Brava or the Savage Island, St. Jago, St. John, St. Lucia, Mayo or May, St. Nicholas, St. Philip or Fuego, Sal, and St. Vincent, which see in their places.

N. B.

N. B. For any other names of Verd, see GREEN, VERDE, or VERT.

VERDAN Point, is the E. of the entrance into the River of Bourdeaux on the W. coast of France, and is right over against Royan on the S. side, to the eastward of which is a good road in 3, 4, and 5 fathoms. The small reef called Barbegrise is 2 miles directly to the N. from it. To the eastward of Verdun Road for above 4 leagues along the S. shore of the river, as far as to la Roque, it is full of sand banks, reaching for above half a league into the river against Tellemont on the N. side.

VERDE or Green Island, on the N. coast of South America, is at the mouth of the River of St. Martha, which is not seen till a ship is to the westward of the E. point or cape of the river, so much as to open the river, when it appears to block up the entrance. It is found to be an island on getting nearer, round which ships may sail on any side. When the wind blows hard at E. so that a ship cannot get about the island, anchor under the off point of the island between it and the point of the main that is to be doubled to open the port; and if it overblows from the W. or S. W. run under the inside of the same island within the mouth of the river. There is good riding in both places in from 5 to 7 fathoms and well secured.

VERDE Key, in the Bahamas of the West Indies, is in lat. 22 deg. 12 min. N. and long. 75 deg. 15 min. W.

Porto VERDE or VEDRA, is on the North Atlantic Ocean, and about 4 leagues and a half at S. E. by E. from Rio Roxo. The rock or small Island of Monte Carbala is betwixt them, within which there is a channel of 3 fathoms keeping off from the shore of the main, which is foul all the way from Roxo to this port. The Island of Blydones is thwart of the entrance of this port, round which ships may sail on any side, there being 7 fathoms on the N. where it is shoalest, and 20 fathoms on the S. side, which is the best entrance also into the river. This is a port of good trade, and sometimes large ships put in here. The town lies within a little bay under the N. point of the entrance; and in the middle of the haven is another small island, on the S. side of which ships must pass, and keep along by the S. shore in sailing up in a course nearly of E. N. E. till within sight of the flat tower on the S. land,

and then run over a bank in 5 fathoms to the point on the opposite shore, and just under that is the town, where is good riding in 4 fathoms and thwart of the flat tower. The Islands of Bayonne are 5 leagues to the S. of the island in the mouth of the port.

VERDE Rio, or Green River, is a small river of Spain, on the S. side of Estepona, a little to the N. by E. from the Straits of Gibraltar, in the Mediterranean. Two small islands or rocks are due E. from its mouth, within which there is anchorage in from 14 to 16 fathoms.

VERDERONNE Island, or La Bourlaraderie, on the E. part of the Island of Cape Breton at the S. part of the Gulf of St. Lawrence, near the main of Nova Scotia in North America. It is 7 or 8 leagues long, and at each end is a channel, through which the waters of the Labrador lakes in the inner part of that island discharge into the ocean on the E.

VERGEY Sand, off the N. coast of France, about 4 leagues from land, is between Bologne and Estaples, on the middle or shoalest part of which there is but 4 fathoms water.

VERMEJA or VERMILION Bay, on the N. shore of the Gulf of Mexico, or coast of Louisiana, to the N. W. from the western mouth of the River Mississippi. It is to the N. W. of Ascension Bay, in lat. about 30 deg. N. and long. 92 deg. W.

VERMEJO Port, on the coast of Peru in South America. See BERMEJO.

VERMELLIAS Barryeras, on the coast of Brazil, between the Island of St. John's and Sypomba island, which are 7 leagues asunder, in the direction nearly of N. E. and S. W. Here is a large bay, and very good anchorage, as there is also to the eastward of the bay within the island, See SYPOMBA.

VERMILION, PURPLE, or RED Sea, a name sometimes given to the Gulf of California on the W. side of Mexico in the North Pacific Ocean.

VERMILLIAS. See RED Hills.

Barras VERMULAS, on the S. E. coast of Africa, on the Indian Ocean, is the northern limit of the flat or shoal that lies along off the coast, from Cape Corientes, in lat. 24 deg. S. to lat. 16 deg. 20 min. S. being at least 400 miles.

VERNE Road, is round the S. coast of the peninsula which forms the Great Road of Toulon on the S. coast of France, and nearly W. from Cape Cepet, and a

little southerly from St. Elme's road in the narrowest part or isthmus of the peninsula.

VERT Bay, or **Green Bay**, is within the sound or passage between the Island of St. John's and the main land of Nova Scotia, in North America. It is on the W. shore or main land, and runs in so as to form a very narrow isthmus of scarcely 2 leagues, and some accounts say but of 4 miles, to the Bay of Chignecto at the bottom of Fundy Bay. The tides here rise only 4 or 5 feet. See **CHIGNECTO**. It is about 10 leagues to the N. W. of **Tatamagauche** harbour.

VERTE Island, is off the W. coast of France, to the eastward of the Bais Jaune and other rocks along the coast, in the way to the island of Groa. After passing this island of Verte, the ground is all good and clean within a mile or half a mile of the shore in 10, 12, or 14 fathoms water; but to the westward it is advisable to keep without the rocks and shoals, with an offing of a league.

St. VESPIERE Cape, on the coast of Italy, is about half a league to the eastward of Villa Franca to the E. from Nice, on which there is a chapel, and 2 leagues to the S. W. from Monaco. **Sospier's Bay** is in the midway between them, and 1 league from each.

Cape VESTICE, on the N. E. coast of Italy, in the gulf of Venice or Adriatic Sea in the Mediterranean, is due S. from the island of Pelagosa in the middle of the gulf 13 leagues, and 25 leagues S. from Liza on the coast of Dalmatia.

VIA Regio, on the coast of Italy, is about 9 leagues at E. S. E. from Porto Spezia, being a small port, and situated in a small gulf, but not very deep in. Here is no harbour, but ships ride under a high shore in from 7 to 8 fathoms. See **REGGIO**.

VIANA, the first port from the northward on the coast of Portugal, in the North Atlantic Ocean, is 7 leagues due S. from Camina. The town stands close to the water's edge, and from the N. point of the entrance a ledge of rocks runs out 2 leagues from the shore. There are 2 light-houses before the mouth of the river on the S. side; but it is a barred port, and the entrance is narrow and dangerous. The following directions may, however, be of service.

In coming from the northward or out of the sea, run so far to the southward until the two fire-towers, which are on

the S. side of the river's mouth, come into a line, and then run right in with them towards the strand so long till the tower on the N. land comes over the two houses; keeping these one in the other, run to the rock with the mast which lies on the N. side, and sail close along to the eastward of it. This will carry a ship over the bar, which has 2 fathoms on the ebb of a common tide. Having passed this rock, run in pretty close by the N. land till the ship comes before the town, but there sometimes runs off a little reef that must have a birth; and to anchor before the town, a little island with a chapel upon it will be seen to the southward, to the westward of which island is a great bank that comes dry at low water. Behind this bank is 5 and 6 fathoms, and before Viana from 7 to 9 fathoms; and ships may also run about to the southward of it, and come out again before the town by the little island with a small house upon it. On coming about a bow-shot within the second rock with the mast, drop the anchor, and bring cables to the shore, and moor there by 4 cables. Ships may anchor without in the road in 12 fathoms where there is the clearest ground, to take in a pilot, as the channel is narrow and dangerous. From hence it is 12 leagues at S. by E. to Port a Port, and to Villa del Conde 6 leagues. Betwixt these are 8 fathoms within a league of the shore, the land appearing double, but not so high as from Camina to Viana. The high land of Viana lies 2 and 3 double within it. The hills of St. Regio, which are exceedingly high, and on the sea shore, are a mark for knowing the coast.

Antonio VIANA's Shoal, in the South Atlantic Ocean, which shews breakers in passing, is laid down in our charts in lat. 17 deg. 40 min. S. and long. 9 deg. 20 min. E. It is 80 or 90 leagues to the W. of Cape Negra on the main, and is very dangerous. There is but one rock to be seen above water, called the Mews Cliff, but there are a great many under water, and it is also very steep, so that ships may be upon it before they are aware of any danger. But the noise of the breakers in the night may be heard at the distance of a league, and in the day it will be discovered by the very great breaking of the water.

VICIOSAS Ilas, off the bay of Honda on the coast of Honduras or the Spanish main, in the West Indies.

VICIOSA Villa. See **VILLA VICIOSA**.

Fort

Fort VICTORIA, heretofore called **BANCOTE**, which see.

VICTORIA Island, one of the small islands to the eastward of St. Sebastian's Island, on the coast of Brazil in South America. See **Island de PORCAS**, or **HOGS** Island.

Cape VICTORY, is the extreme N. W. point of the Straits of Maghellan at the opening into the South Pacific Ocean, and is in lat. 52 deg. 15 min. S. and long. 76 deg. 40 min. W. It is 28 miles at N. W. by W. half W. from Cape Pillar, the S. W. extreme point of the straits.

VICTORY Island, in the Eastern Indian Ocean, on the E. coast of Sumatra Island, is in lat. 1 deg. 43 min. N. and long. 106 deg. 43 min. E.

VIERINGEN. See **WIERINGEN**.

VEUX Bank, off the N. coast of France, is to the westward of St. Maloes, and about 4 miles from the shore. There are some sunken rocks upon it that never appear but on the ebb of very high tides. When St. Jago's steeple is a little on that with the E. end of Ebiben's Island at S. by W. and the S. end of the great Island Gaville is on the tower of St. Maloes, these marks are right with it. The Banchenon Rocks are about 2 miles to the S. W. of it.

VIGO, on the N. W. coast of Spain, is situated in the Bay of Bayonna, on the North Atlantic Ocean, at the mouth of a spacious harbour, about 70 miles to the S. E. from Cape Finisterre. The Islands of Bayonna lie before the entrance into it, and the sound of Bayonna. In addition to what has been said under **BAYONNA**, observe that in turning to and fro into the bay, care must be taken in standing off from the Castle not to run too far over to the S. S. E. because there is a sunken rock right before the town at S. E. by E. or E. S. E. about a musquet shot from the road, that is but just covered at low water. This rock lies a small cable's length off from a little point in the S. part of the bay, on which is a small house that appears at a distance like a large green rock. In running over towards the S. E. great care must be taken to avoid it. To go into Vigo or Cannas, to the southward of the islands, run in betwixt the southernmost island and the point of the land of Bayonna, all along in the midst of the channel at N. E. or N. E. by N. for at least two large leagues, keeping the northern haven 2 ships length

open, until Cannas comes on the N. land without the point of Vigo; leave this point on the starboard side, and run in, keeping in mid channel between the N. land and the town of Vigo, and anchor there before Cannas or Vigo any where in 10 or 12 fathoms. The lat. of Vigo is 42 deg. 14 min. N. and long. 8 deg. 28 min. W.

VILAINE River, on the W. coast of France, within the peninsula of Quiberon, falls into the ocean, over against the Island of May, and to the northward of the Point de Bas, and to the N. E. of the Island la Four. In passing from the mouth of the River Loire to this river, get to the westward of the Four Bank, and run to seaward of the small Island Dumet, which will carry a ship westward of all the shoals, and then run close by its W. side, and right in for the mouth, avoiding some rocks that will be seen not far from the shore before the opening of the river.

VILLA del Conde, on the coast of Portugal, is 6 leagues from Viana, and is a broad haven. Before its mouth lie many rocks, where ships may fail in about them on any side; but the narrowest channel is on the N. side, and has 3 and 6 fathoms. Farther in is a bank thwart over the haven, that has but 2 fathoms upon it at high water, but within the haven it is 3 and 4 fathoms deep. On the N. side it is all full of rocks, that lie almost under water; but on the S. side there is good riding in 5 or 6 fathoms. It is in lat. 41 deg. 11 min. N. and long. 8 deg. 25 min. W. This haven is about 4 leagues to the N. of the great rocks called the Lesons, right before Mettellyne.

VILLA Franca, is only a mile to the E. S. E. from the road of Nice near the western extremity of the coast of Italy. It is situated in a large bay, that is neither very easy to enter nor very safe when entered; for the high points of the entrance, and the hills on both sides after a ship is within the points, bring sudden gusts and squalls, and calms that are equally sudden and dangerous. When these difficulties are over, a ship may come up to the town and lie on the W. side in a good safe road in 9 or 10 fathoms. When a ship is at anchor before the town, the mouth of the bay will bear at S. E. by S. and the E. point at E. S. E. The two points of the bay lie in the direction

direction of W. N. W. and E. S. E. and are about a mile distant; and on the W. point is a light-house, but the E. side is high and bare, only that there is an old chapel on Cape Vespere, about half a league E. from it. The shore to the eastward is all the way steep, having from 20 to 50 fathoms close to the rocks. There is a pretty large bay between the W. point of this bay and the town of Nice, which has an open road in from 22 to 30 fathoms. Keep from these bays without urgent necessity, as the water is deep, and the shore stony and steep. Villa Franca has a key and pier head for small vessels; but larger ships go farther into the bay, and anchor under the W. shore. Its lat. is 45 deg. 36 min. N. and long. 11 deg. 23 min. E. Sospier's Bay is a league farther to the eastward, and a better situation.

VILLA FRANCA, the capital of the Island of St. Michael, one of the Azores or western islands, in lat. 37 deg. 50 min. N. and long. 25 deg. 35 min. W.

VILLA de HORTA, the principal town of Fayal, one of the western islands in the North Atlantic Ocean. It is on the W. coast, and has a harbour, landlocked on every side but the E. and N. E. and is in lat. 38 deg. 32 min. N. and long. 28 deg. 36 min. W.

VILLA NOVA, a town of Portugal, on its S. coast, about 4 leagues to the eastward of Lagos; about a league to the westward of it is a sunken rock that requires attention. It is a good haven, and lies in at N. and N. by W. having 2 fathoms water at half flood. There is a small island or rock within the haven on the E. side, on which is a tower or small house; and upon the land is a large mast, on the top of which is a barrel, which is to be brought in one with the house, and a mark for sailing right in by the E. land until a ship is past the little tower. But the W. side is shoal and flat, yet on coming up with the mast, ships must stretch over to the westward before the town of Villa Nova, and there anchor in 4 and 5 fathoms. It is 12 leagues from hence to Cape St. Maria on the E.

VILLA NOVA, on the coast of Spain in the Mediterranean, is the port town of Terragona, and a noted place for shipping, standing close to the sea. It is 9 leagues to the W. of Barcelona; but it has no harbour, though there is a good

road and anchorage in from 7 to 9 fathoms and a good hard sand, but open to all winds except just off shore. They have no mole or heads, but haul their small vessels upon the beach before the town, where they lie dry. The coast is low, but within the country the land rises high.

Castello de VILLA REAL, on the coast of Spain in the Mediterranean, is in the N. part of Valencia Gulf, and on the W. side of a river, to the westward of Cape Oropezo, and to the N. easterly from Valencia.

VILLA RICA, otherwise called ALMERIA, is a town of New Spain, on the W. shore of the great gulf of Mexico, situated on a small river with an indifferent port, about 20 leagues to the N. of Vera Cruz. It is in lat. 20 deg. N. and long. 103 deg. 36 min. W. A ledge of rocks lies off from the point, that is known by the name of Sacrificia, and must be carefully attended to.

VILLA VICIOSA, on the N. coast of Spain, is 6 or 7 leagues to the W. N. W. from Sella River, and 4 leagues E. from the out point of Sanfon. It is a tide haven, but clean, and the mouth lies in at S. S. E. and S. E. by S. close by the W. point of the land; as the E. side is foul, and there is a rock with a plate right in the midst of the haven which ebbs dry at low water. Ships may anchor immediately on coming within the rock; but the town lies on the W. side, to which ships may sail up, and anchor in shoal water. Its lat. is 43 deg. 22 min. N. and long. 5 deg. 24 min. W.

VILLIA, a town and river of Veragua in New Spain, the latter being very large, and at low water breaking at the mouth as on a flat shore; which obliges large ships to anchor within cannon shot, though barges of 40 tons may go up a league and a half. The harbour is higher about a quarter of a league from the town; and about a league to windward is a large rock that is always covered with vast numbers of sea fowl.

Anthony VINA's Shoal. See *Anthony VIANA*.

St. VINCENT, another name for PROVILIAC, on the S. E. shore of the River of Bourdeaux on the W. coast of France, about 3 leagues at S. S. E. from Castillon on the same shore, being all the way clear on that side.

St. VINCENT, on the N. coast of Spain,

is 4 leagues to the westward of St. Martin or Settevelles, is a tide haven which goes in on the E. side. A small reef shoots off from the W. side, and in the midst of the haven's mouth is a small island, on either side of which ships may go in. From hence to Idones or Lianes is 2 or 3 leagues to the W.

Cape St. VINCENT, is a remarkable point of the coast of Portugal, at the S. W. angle of that kingdom, about 29 leagues at S. by E. from Cape Spiehel, and the same distance at S. by W. from Setuval Bar. Mount Chigo is a good mark for knowing Cape St. Vincent. There is a high cliff in the land about half a league to the northward of the cape, which is somewhat whitish, and higher than the other land, which is a good mark for knowing that a ship is near the cape; but on the point of the cape there is a broken abbey or cloister, and close by the point a high rock. There is anchorage a little above the point in a sandy bay for a N. and N. N. W. wind in 20 fathoms; and about a second point to the eastward of the cape is another sandy bay with a good road for a N. W. and W. wind in 14 or 15 fathoms. From this cape to cape St. Maria is E. a little southerly distant 20 leagues. At S. S. W. from Cape Vincent, in the open ocean is a dangerous rock that sometimes appears above water, distant 16 leagues from it; having from 30 to 35 and 40 fathoms about it. From this cape to the Island of Lancerota, one of the Canary Islands, is 180 leagues to the S. S. W. To the Bermudas Islands from the cape, the course is W. half S. distant 1100 leagues. The lat. of the cape is 37 deg. 2 min. N. and long. 9 deg. 2 min. W.

Cape St. VINCENT, on the coast of Madagascar Island in the Indian Ocean, is in lat. 21 deg. 30 min. S. and long. 42 deg. 58 min. E. The variation about 1778 was 23 deg. 26 min. W.

St. VINCENT, a town of the Island of Amiaz on the coast of Brazil in South America, which lies in the Bay of All Saints or Sanctos; in which island is the city of Dos Sanctos, the island lying on the W. side of the entrance into the harbour. This town is at the N. E. end of the island before which is good anchorage. It is a good harbour, and is in lat. 24 deg. 15 min. S. and long. 46 deg. 30 min. W. See SAINTS Bay.

St. VINCENT'S Bay, on the coast of the Island of Terra del Fuego at the S. extremity of South America, is a small bay on the E. side of the cape so called. There are 4 fathoms and a good bottom close to the first bluff point to the eastward of the cape; but there are several rocky ledges before the anchoring ground, on which are but 4 fathoms.

Cape St. VINCENT, on the W. side to the northward of strait Le Maire, and on the Terra del Fuego coast, is to the N. W. from Cape Diego about 4 or 5 leagues. Between them is hard and rocky ground in from 30 to 12 fathoms.

St. VINCENT'S Island, one of the Cape Verd Islands so called in the North Atlantic Ocean, is about 3 leagues to the N. W. from St. Lucia, having a deep bay on the N. W. side with good anchorage and shelter under the high land, almost for all winds and weather. There is good clean ground in from 8 to 20 fathoms; and though the island is not inhabited, it is well stored with wood and good water, and has plenty of wild goats, &c. The S. part of the island is in lat. 16 deg. 45 min. N. and long. 25 deg. 4 min. W.

St. VINCENT'S Island in the West Indies, is to the S. from the island of St. Lucia, and about 20 miles in length and almost as much in breadth, and is in lat. 13 deg. 10 min. N. and long. 61 deg. 21 min. W. It is about 20 leagues to the W. from Barbadoes Island. There is a long range of small islands to the S. and S. by E. from it, most of which are uninhabited; they are now known by the name of the Grenadilles. On every side of this island is good anchoring ground, but especially on the S. W. and W. coasts; in particular, the bay of St. Anthony has a good harbour, with from 15 to 36 fathoms. In most of the little bays there are good places for watering, and a sufficiency to be procured.

Port St. VINCENT, on the coast of Terra Firma, or N. coast of South America, is about 8 leagues to the eastward of St. Sebastian, having a port where the canoes from Carthagen and Santa Martha unload their merchandise. It is sometimes called ONDA.

Port St. VINCENT, on the coast of Chili in the South Pacific Ocean, on the W. coast of South America, is 2 leagues to the N. N. E. from the mouth of the River

River Biobio, being a safe harbour, and secure against all winds but the W. which blows right in. The port of Talcahuana is 2 leagues to the northward of it. See BIOBIO.

St. VINCENT's River, on the W. coast of Africa, off the E. point of which at the distance of half a league from Genovesos is Cape Cavallos, being a reef of high rocks on which the sea breaks violently and makes a terrible noise. Sloops and shallops usually go up this river to fetch wood and water, the latter is very good, and the negroes cut the wood and bring it to the boats very cheap, for the men must never be trusted on shore to fetch it.

VINCENTO, or *Barro de St. VINCENTO*, is a channel which goes in on the W. side of the channel of Amiaz Island in the Bay of All Saints on the coast of Brazil in South America.

VINER's Island, in Hudson's Bay, in North America, is situated to the N. E. from Albany River, in that part called James's Bay.

VINERORA, on the coast of Spain in the Mediterranean, is about a league to the E. from the city of Peniscola, where is a fire tower close to the sea, to the eastward of which is the strand called the Alfrague of Tortosa. There is another tower on the E. end of it.

VINOTIER Point, on the W. coast of France, is the N. point of Conquet Haven, to the northward of St. Matthew's Point. There are marks for sailing along shore within the shoals and rocks, for which see CONQUET.

VINOTIER Rock, is a sunken rock about 2 or 3 cables length to seaward, thwart of the point so called. See CONQUET.

VINTIMIGLIA, or VENTIMIGLIA, one of the small ports on the coast of Italy to the westward of Cape de Melle, between it and Villa Franca. It is in lat. 43 deg. 53 min. N. and long. 7 deg. 37 min. E.

VINTRY or VENTRY Bay, is on the S. W. part of Ireland, and on the N. shore within the points of Dingle Bay or Castlemain Harbour. It is about a league to the W. of Dingle Bay, and is small but every where safe and good.

VIOL's Head, on the coast of North America, is to the S. W. of the S. end of Long Island, not far from Penobscot Bay. There are several small islands or rocks off the coast before Taranic Harbour. See LONG Island.

VIOVIO. See BIOBIO.

VIRGINIA Capes, on the coast of North America, are the two points which form the opening of the Bay of Chesapeake. These are Cape Charles and Cape Henry or Hinlopen, that are noticed under their names, which see. See CAPE HENRY.

Fort VIRGIN GORDA, in the West Indies, is in lat. 18 deg. 18 min. N. and long. 64 deg. W.

VIRGIN Islands, a cluster of small islands in the West Indies, to the eastward of the Island of Porto Rico, belonging to different European powers; of which those that are occupied and inhabited appear under their distinct names, but others are nameless, and without inhabitants. We shall mention their names, with their respective masters, after observing that they extend for the space of 24 leagues from E. to W. and about 16 leagues from N. to S. and nearly approach the E. coast of Porto Rico. But they are every way dangerous to navigators, though there is a basin in the midst of them of 6 or 7 leagues in length and 3 or 4 in breadth, in which ships may anchor, and be sheltered and landlocked from all winds, and called the Bay of Sir Francis Drake, from his having passed through them to St. Domingo. The English and Danes divide most of them; but the Spaniards claim those near Porto Rico. The Island of Virgin Gorda, on which depend Anegada, Nicker, Prickly Pear, and Moskito Islands, Cammanoes, Dog Islands, the Fallen City, with the round Rock, Ginger, Cooper's, Salt Island, Peter's Island, and Dead Chest, belong to the English; and they have also Tortola, on which depend lost Van Dykes, Little Van Dykes, Guana, Beef, and Thatch Islands. To the Danes belong St. Thomas's Island, on which Brafs, Little Saba, Buck Island, Great and Little St. James, and Bird Island are dependent; with St. John, to which belong Lavango, Cam, and Witch Islands; and they have also Santa Island or St. Croix. The Spaniards make a claim of Serpents Island, or (as the English call it) Green Island, the Tropic Keys, Great and Little Passage Island, and particularly Crab Island. On the island called Bird Island, the booby birds are so tame, that a man in a short time may catch sufficient with his hand to supply a fleet.

These islands lie at about the lat. of

18 deg. 20 min. N. and the course through them, by due attention, is perfectly safe, at W. by N. and W. N. W. as far as to the W. end of the fourth island. Leave this on the starboard side, and the island called Foul Cliff on the larboard, between which there is 16 fathoms and a free channel on to the westward, before there is any alteration of the course; for though there be but 6 or 7 fathoms in some places, it is no where shoaler, and in many places there is from 16 to 20 fathoms. The Island of Anguilla, on the N. side of St. Martin's Island, is E. S. E. from them.

Cape VIRGIN MARY, the N. E. point of the entrance into the Straits of Magellan, in the South Atlantic Ocean, is a steep white cliff, not unlike the S. Foreland opposite the Downs, in lat. 52 deg. 24 min. S. and long. 67 deg. 54 min. W. The variation of the compass here in 1780 was 24 deg. 30 min. E. There is a bay under the cape, with a good harbour in a westerly wind; but a shoal lies off from the cape half a league which is known by the rock weed growing upon it. When the cape bears N. by W. half W. distant 2 miles, and Dungeness Point at S. S. W. distant 4 miles, there is anchorage in 10 fathoms, and coarse sandy ground, a mile from the shore; and there is good landing on a fine sandy beach all along the shore. To avoid the shoal, keep about 4 miles from the cape in 12 or 13 fathoms. It is high water here on full and change days nearly at 12 o'clock, and rises near 30 feet within the cape in the strait where the tide runs full 3 knots an hour.

VIRGIN Rocks, off the S. E. part of the coast of Newfoundland in the North Atlantic Ocean, about 20 leagues to the S. E. from Cape Race. Though some of them are above water they are not very high; others again are just level with the water; and some of them are also under water. Their situation has been variously laid down; some asserting, that they are in lat. 46 deg. 30 min. N. others that they are only in lat. 46 deg. N. and these also add that they are only 17 or 18 leagues at S. E. by E. from Cape Ballard.

VISCERAN River, near the bottom of the Bay of Bengal, is about 4 miles short of Point Goordeware, and near 14 leagues at E. N. E. from Nassipore. It is all along a clean shore, and from 12 to 16 fathoms with an offing of 2 leagues and

a half. There are 3 pagodas on the E. side of the river, which serve to point it out.

VISIGAPATAM, is about 16 leagues at N. by E. from Watfare Point on the coast of Coromandel in the Bay of Bengal, and 14 miles at S. by W. from Bimlepatam. There is a good road for ships off here, in from 6 to 8 fathoms and soft ground, when the factory bears at W. by S. From hence to Canare Point is 4 leagues, at N. E. by E. keeping along shore in from 7 to 9 fathoms, to keep within the rocks of Santipelle. Its lat. is 17 deg. 30 min. N. and long. 84 deg. 2 min. E.

UIST Islands, two of the Hebrides to the W. of Scotland, called N. and S. Uist.

North UIST, which lies to the southward of Harris Island, is separated by a channel of about 3 leagues over, and is about 30 miles in circumference. Of this island the E. part is mountainous, and healthy, and fittest for pasturage; but the W. part is arable and produces grain from 10 to 30 fold, especially when manured with sea weed. In this island is Loch Maddy, so named from 3 rocks on its S. side, whereon grow plenty of large muscles called maddies; it forms a very capacious harbour, capable of containing some hundred vessels of any burden, within which are several islands which greatly contribute to its security.

South UIST Island, is about 21 miles in length, and only from 3 to 4 in breadth: in soil and productions it greatly resembles North Uist.

VISTULA or WEISEL River, a river of Poland, which rises in the mountains S. of Silesia, from whence it runs E. to Cracow Island, and then turns N. by Warsaw, and at last falls into the Baltic Sea below the City of Dantzick.

VITELLO Bay, one of the small bays on the S. coast of the peninsula of the Morea, or S. part of Greece.

Cape ST. VITO, the W. point of the Gulf of Castellamare, on the N. coast of Sicily, near the W. end of the island. It is a projecting point of land, and lies to the N. E. from Trapano Nova.

VIVARA Island, a small island on the coast of Procida Island near Ilichia on the coast of Italy, in the Mediterranean Sea.

VIVERUS Haven, on the N. part of Spain, before which is the Island of St. Cyprian, that serves as a mark for know-

ing the haven. Ships may sail in on both sides of it, and run along in mid-channel at S. and S. by W. until they come before the town, and anchor any where, when within, either on the E. or W. side; it is there shoal water of from 5 to 8 fathoms according as they run up. It is 9 leagues at E. by S. and S. S. E. from Cape Ortegál. St. Marcus is about a league to the westward. Its lat. is 43 deg. 50 min. N. and long. 7 deg. 34 min. W.

VLIELAND Island, or FLY Island, off the mouth of the Zuyder Zee, to the N. E. of the Texel Island, for which see FLY Island.

ULIETEA Island, in the South Pacific Ocean, is one of the Society Islands, and about 7 or 8 leagues from the Island of Huahine, at S. W. by W. Off the easternmost point of this island is an opening in the reef before Oopoa Harbour, but little more than a cable's length wide, through which ships may pass and anchor in 22 fathoms and soft ground; on the S. E. of which opening is the small woody island of Oatara. To the N. W. from this small island about 3 or 4 miles are two other islets in the same direction as the reef, of which they are a part, called Opururu and Tamou. The S. end of Ulietea is in lat. 16 deg. 55 min. S. and long. 151 deg. 20 min. W. On the W. side of the island also are 3 harbours, Ohamaneno, Zetoroa, and Maarahai; Oachate Harbour is off the S. point; Ohetuna Harbour is on the S. E. and Onimamon to the N. E. of that. It has been observed of the tides at this island that the water never rises above 12 or 14 inches at most; and that it has high water at the quarters, as well as at full and change, nearly at noon. During a course of 3 weeks, it was never known to be high water sooner than 10 hours 25 minutes, nor later than 12 hours 45 minutes; and it was at a stand when at the highest, more or less variably from 1 hour 5 minutes to 2 hours 30 minutes.

As there is a prevailing trade wind here from the E. it is not easy to get into a harbour on the lee side of any of the islands in these seas. But this may be effected, having first sent a boat to lie in proper anchorage in the entrance, by plying up to the harbour, when after a few trips, and getting before the channel, with all sails set, and the head way a ship has acquired, run her in as far as she will go,

and then drop anchor immediately and take in the sails. All the boats must be got out speedily with anchors and warps in them; by which means a ship will soon be brought into safety, and secured in a proper birth. The channels being too narrow in general to ply in, this method will be found of excellent use.

The natives have signified that there are 9 uninhabited islands to the westward of Ulietea.

ULLOA, or St. John de ULLOA, near the W. shore of the Mexico Gulf. See VERA CRUZ.

UMAGO, a town of Istria, on the N. E. shore of the Adriatic Sea, between the Gulf of Largona and the mouth of the River Quieto. It has a harbour, and belongs to the Venetians.

UMBRELLA or KITTESALE. See BARABULLO.

UNIPACK, on the W. coast of Africa, is 2 leagues to the W. of Cape THREE POINTS, which see.

UNREST. See VEER Gat.

UNST Island, a small island of the Shetland Islands to the northward of Scotland, and one of the most remote. It is about 8 miles long and 4 broad, and extends beyond 61 deg. of N. lat.

VOE, a name in the Shetland Islands for a deep sound, or bay.

East VOE, is about a mile to the westward of Sumbrough Head, and lies in at S. S. W. having anchorage in from 3 to 4 fathoms. It is a good road for all winds but the N. E. but in sailing out or in, give a birth to the N. point of about 2 cable's length, because it lies flat off. There is also another bay at the entrance into this bay, which runs in W. by N. but it has not more than 4 or 5 feet water.

West VOE, is a small bay a little to the westward of Sumbrough Head, which has anchorage in 7 or 8 fathoms water, and is a good road for all winds, except those from the S. to the S. E.

Catford Voe, Deal's Voe, Laxford Voe, and Webster's Voe, are all noticed under their respective heads.

VOGEL Sand, on the coast of Germany, is at the S. end of the sands called the N. grounds, to the northward of the River Elbe. It runs with a long narrow tail from the outmost buoy of the Elbe to W. by N. almost 3 leagues, and from the land on the N. side of the Elbe almost 6 leagues; over the tail of which

ships

ships may run in 5 fathoms at low water, any where without the outmost buoy of the Elbe.

VOGEL Sound, in the Island of Spitzbergen or East Greenland, for which see **DUNKIN'S** Island.

Auce VOILE, or **VOILE** Creek, in the Island of Martinico in the West Indies, is on the W. coast, to the northward of St. Peter's Road, round the N. side of the small islands to the N. W. of St. Peter's along the coast.

VOLA or **VALA** Cape, on the N. coast of South America, is S. W. by W. and W. S. W. from Cape Coquibacoa on the W. side of the Gulf of Venezuela, and W. by S. from the Bay of Portete. It is the most remarkable point of land on the coast, from its running so far out to sea as to be seen a great way in clear weather. It makes like an island, in coming from the N. eastward from Cape Coquibacoa, and seems to be at least a league from the shore; for it is joined by a narrow slip of low land that is not seen far out. There is a good bay on that side of the cape, and good riding for small ships in 3 and 4 fathoms water; but though there is deeper water farther off shore, there is then no security from easterly winds. On the S. side of the cape is also a good road, and good shelter against northerly and easterly winds, the usual trade winds of this coast.

VOLANO, on the E. coast of Italy, is 4 leagues at N. N. W. from Commaccio, where a branch of the River Po falls into the gulf of Venice, and forms a good harbour; but the sands continually shift from the freshes that tumble down from the Alps. Its lat. is 44 deg. 52 min. N. and long. 12 deg. 36 min. E. Malamoco is 17 leagues from it to the N. and N. by E.

VOLCAN del Viejo, or the Old Man's burning Mountain, on the W. coast of New Mexico, is to the W. of the volcano or hill of **CONSIBINA**, which see. It is 7 leagues up the country, and is N. E. from the Bar of Realejo.

VOLCANO, one of the most considerable of the Lipari Islands in the Mediterranean Sea, lying to the S. of the island of Lipari, from which it is separated by a deep channel of half a league broad. It is about 12 miles in circumference, and is a volcano, in the form of a broken cone, which at present only emits smoke. Its lat. is 38 deg. 27 min. N. and long. 15 deg. 28 min. E.

VOLGANELLO, is a small volcanic island in the Mediterranean Sea, which is between Lipari and Volcano Islands.

VOLCANO de Leon, on the W. coast of Mexico, is the first of the burning mountains to the northward of Port St. John. It may be seen near 20 leagues off at sea; and frequently throws out clouds of smoke when it does not flame, which is a mark for knowing it to a distance.

VOLCANOES, are various in different parts of the several oceans of the known world; a few of these, that are not known by any distinct names shall here be noted. There is one that is known by the name only of Volcano Grande, among the Ladrone Islands in the Eastern Indian Ocean in lat. 20 deg. 30 min. N. bearing N. by W. from Guigan Island. Another is met with in the same ocean, in lat. 4 deg. 50 min. S. and long. 145 deg. 20 min. E. There is another also in lat. 3 deg. 53 min. S. and long. 144 deg. 20 min. E. Another has been seen also in lat. 5 deg. 22 min. S. and long. 148 deg. 4 min. E. about 12 leagues to the N. N. E. of Sir G. Rook's Island. The island so named also in the South Pacific Ocean, near the Queen Charlotte's Islands, and seen from the N. coast of Egmont Island, is in lat. 10 deg. 18 min. S. and long. 164 deg. E. To these may be added another in the North Pacific Ocean, in lat. 54 deg. 48 min. N. and long. 164 deg. 15 min. W.

VOLLENHOVE, contiguous to the Zuyder Zee, is a place of considerable trade near the coast of Overijssel, about 12 leagues to the S. E. of Staveren, in lat. 52 deg. 44 min. N. and long. 5 deg. 42 min. E.

Gulf of VOLO, on the W. shore of the Archipelago, is 3 leagues to the W. of Sciatta Island, going in to the N. N. W. It is 2 leagues wide when a ship is within it, and runs in for 6 or 8 leagues; and at the bottom of it is the city of its name, where there is a good road but no haven, in lat. 39 deg. 21 min. N. and long. 22 deg. 55 min. E. This gulf affords many good roads, islands, and anchoring-places, and some good bays; and it is every where very commodious, and pilots are to be had to direct to the loading places on either shore of the gulf as business may require.

VOLTA, a large river of Africa, which falls into the North Atlantic Ocean, on the coast of Guinea, to the E. of Acra,

by a very wide mouth and with great rapidity. From Sierra Leone hither, the coast affords no river that runs for any long course; the mouth of the Volta is therefore known a good way off at sea by the freshness of the water, and by discolouring the Ocean for many leagues. It is 4 leagues at E. N. E. from Baya, the land between being all low and marshy, and no towns till you go up the river. To know it, in coming from the westward, observe a long point full of high trees stretching W. from the main, and within the land a round hill like a haystack, and beyond that another. There are also strange whelmings and breaches of the water in the mouth of the river that stretch away eastward, and are occasioned by a very great reef of rocks that lies off from the W. point of the river, thwart of a part of the channel, over which the water comes rolling like a cataract or waterfall. There are many negro towns and much trade in this river; but to go in, keep in from 8 to 9 fathoms at a sufficient distance from these whelmings, and on coming to the E. shore the stream is smooth, and ships may run up where they please. Cape Montego is 2 leagues to the E. by N. from the river.

The rainy seasons on this coast hold from January till May, and are accompanied by tempests and hurricanes; and in the neighbourhood of Volta, earthquakes frequently accompany them. It then also blows off sea, from the southward, but the land winds seldom blow. In July the winds abate, and the rains cease in August, but the sea is agitated for some weeks after; in September however it clears up, but the greatest heats are in December. The land wind on all this coast begins early in the morning, and the sea breeze at noon. Its lat. is 5 deg. 48 min. N. and long. 1 deg. 37 min. E. See AGRICO.

Cape VOLTAS, on the S. coast of Africa, from which the foul island called Secos trends off to seaward. The Bay of St. Helena is at the N. W. point very clifffy. The lat. is about 29 deg. S. and long. 15 deg. 48 min. E. and round its N. side, giving a birth to the cape on account of the shoal, is a deep bay to the E. called the Bay or Angra de Voltas.

VOLTURNO River, is a river of Naples which falls into the Gulf of Gaeta in the Tuscan Sea.

VOOGEL Sand, within the Zuyder Zee on the coast of Holland; for which ob-

serve these directions. In sailing from the point of the Helder for Wieringen Flat, run N. E. or a little more easterly, as wind and tide require, or along by the Texel in 8 or 9 fathoms, until Hoorn comes on to the northward of Zuydhafstel, a few houses so called to the northward of the Sconce; in this course beware of the Wieringen or starboard side going in, which is so steep as to have 12 or 13 fathoms at one cast, and to be aground before the lead can be heaved again. Keep the Hoorn to the northward of Zuydhafstel, and sail up towards the Voogel sand; and when Eyerland comes open of the E. point of the Texel Island, the Burgh Sand Buoy on the southward will be thwart of the ship, from whence to the buoy on Voogel it is E. by N. Continue to sail in this course of the Hoorn N. of Zuydhafstel, till the Texel Beacon and the mill of Easter End come one in the other, and then with this mark sail up to the beach upon the Nefs in mid-channel in from 10 to 12 fathoms.

VOORN Island, is one of the Islands of Holland, which is bounded by the Maes, and separates it from the continent. It has the Island of Iffelmonde on the N. the Bies Bosch sea on the E. another branch of the Maes which parts it from Goeree and Overflackee on the S. and by the German Ocean on the W. It is 24 miles in length, and but 5 in breadth; and its capital town is the Briel on the N. W. part near Helvoetsluys.

UPRIGHT Bay, near the W. end of the straits of Maghellan, at the S. extremity of the continent of South America, is in lat. 53 deg. 8 min. S. and long. 75 deg. 35 min. W. The tide here rises about 5 feet, but the current is very irregular. It has no obstruction but what appears above water. Here is excellent water, and some small wood; but of provisions, it only affords rock fish and mussels and a few wild fowl. There is anchorage in 24 fathoms but the ground is steep; for after veering out a whole cable, a ship will bring up in 46 fathoms with a muddy bottom, when a high bluff on the E. shore bears N. W. half N. distant 5 leagues, and a small island in the bay at S. by E. half E. The N. promontory of this bay is lined with rocks; and on the E. side of it from half a mile to half a league is ground at from 13 to 109 fathoms. There is also a depth of from 10 to 90 fathoms along the W. side of the long

long narrow island, the N. end and E. side of which are also lined with rocks; but this is little more than for half a mile in breadth.

Cape UPRIGHT, in the straits of Magellan, which gives name to the bay, is on the S. shore or the land of Terra del Fuego, and nearly S. from Providence Bay, having the bay of Islands on its S. W. This cape is 3 leagues at S. half W. from Cape Providence, 6 leagues at S. E. half S. 13 miles at N. W. half W. from Cape Monday, and 50 miles at E. S. E. half S. from Cape Pillar. This cape is a steep high cliff, from whence it received the name.

Point UPRIGHT, in the North Pacific Ocean, in the island of Gore between the two continents, is in lat. 60 deg. 17 min. N. and long. 172 deg. 30 min. W.

Point UPRIGHT, on the E. coast of New Holland or New South Wales, in the South Pacific Ocean, is the N. point of Bateman's Bay, and in lat. 35 deg. 35 min. S. and long. 150 deg. 5 min. E. It rises in a perpendicular cliff, and between it and Cape Dromedary, 14 or 15 leagues due S. from it, the land trends in westerly and swells out again.

Cape UPSTART, on the E. coast of New Holland or New South Wales in the South Pacific Ocean, is 14 leagues to W. N. W. from Cape Gloucester, and can be seen at sea to the distance of 12 leagues. It is in lat. 19 deg. 39 min. S. and long. 147 deg. 28 min. E. The variation here in 1777 was 9 deg. E. but a few leagues to the N. W. much less, probably from the attraction of some magnetic matter.

URACHO River, on the E. coast of South America, is 18 leagues at W. N. W. from the river Caurora. The entrance is on the W. side within a high point of land that makes far into the sea on the shore of the river. Take care to avoid a spit of sand that lies from the eastern point; and when a ship has passed this shoal by the lead, the entrance into the river is safe, having 2 fathoms and a half in the fair way. Carazowiny River is between them, and Arwacas Bay to the W. of Uracho.

URANO River, on the N. coast of South America, comes into the ocean abreast of the westernmost of the Peritas Islands, and about 3 leagues to the westward of Comana Bay. It only makes a

small creek for a league into the land, big enough to carry small boats or canoes but not to admit ships; neither is the water good, though not quite salt. Otchier Bay is to the W. of it.

URCK or *URK Island*, in the Zuyder Zee. See *ENCHUYSEN*.

St. URGENT, is at the S. end of the Island of Oleron on the W. coast of France, and a mark for running up to the northward within the island when the island of Aix is due N. and a ship is due E. from it.

UROWENBERG, one of the loading places in Ide Sound on the coast of Sweden within the Baltic, also called the channel of Westerwyck, for which a pilot must be taken at Oeland.

URREY. See *HUSBOROUGH*.

URULA Island, on the N. coast of Candia Island in the Mediterranean Sea, is about a league at W. by S. from Canea. There are two castles upon it, and on its S. E. side is a good road; but ships must sail to the eastward of the island to get into it, because there is a ledge of rocks on the S. side from the main to the island. Ships may also anchor close under the island on the E. or N. side, as it is there very clean, and may lie with the side of the ship close to the shore. When a ship lies in that road, the E. point of the island should bear N. E.

USEDOM Island, with a town of the same name, belonging to Pomerania on the coast of Germany. It is formed by the rivers Pene and Oder, at their influx into the Baltic. Between this island and that of Wollon is the passage called the Swin, and the town of the same name is in lat. 54 deg. 6 min. N. and long. 14 deg. 11 min. E.

USHANT, or *OUessant Island*, a noted island as being the S. W. limit of the English channel, off the N. W. part of the coast of France, and 4 or 5 leagues W. from the main. On the N. coast of the island is the Bay of Benien or St. Michael, being a good clean bay, and having deep water. There is good anchorage also under the N. E. end of the island in from 10 to 14 fathoms; and at the S. W. end there is also a deep bay, at the entrance of which is 25 fathoms and shoaling gradually, and there is a sand within the bay that is dry at low water. To the S. E. of this island are the islands of Morlene, Quemenes, and

and Benquet, forming the W. side of the channel to the southward called Passage de Four, along the W. coast of France. The island discovers itself low at the S. E. and goes sloping down at the N. end; being near 3 miles across from N. to S. but 4 or 5 miles in length from E. to W. It will easily be known by the tower or steeple of St. Michael near the middle of the island; and by the windmills, one of which is near the N. and the other towards the S. end. Ships that cannot weather this island in coming from the northward, on account of the flood tide setting in, may run through between it and the small islands to the S. E. in the direction for St. Matthew's Point from the island, keeping in mid-channel which has 6 or 7 fathoms at low water. Ships to the northward of Ushant may see it in 50 fathoms, which depth there is about 2 leagues to the N. W. of it and clean ground. Ships sailing from the island to St. Matthew's Point, or between the islands, must allow for the strong current, whether of flood or ebb that sets in this ocean not far from it. The lat. of the island is 48 deg. 28 min. N. and long. 5 deg. 5 min. W. and has high water on full and change days at half past 4 o'clock. The distance from this island to Guernsey is E. N. E. half N. distant 35 leagues; and to the Casquets N. E. by E. 41 leagues; from this island to Dunnoe is N. E. by E. 65 leagues; to Portland N. E. 50 leagues; to the Start N. N. E. northerly 36 leagues; to the Lizard N. half W. 30 leagues; and to Scilly N. W. by N. northerly 35 leagues.

Usk River, is a river of Monmouthshire, on which the towns of Abergavenny, Caerwyske or Uske, and Caerleon, are situated, and, after passing by Newport, falls into the Severn at Newport or Isca Haven.

USTICA Island, in the Mediterranean Sea, is in lat. 38 deg. 36 min. N. and long. 13 deg. 27 min. E.

UTILLA Island, off the Salmadina shoal in the Gulf of Honduras on the Spanish main in the West Indies. See SALMADINA and TRIVIGILLO.

UTKLIPPERS. See OUTLOOKERS.

UTROY Island, near the N. W. point of the Gulf of Finland in the Baltic Sea, is 9 leagues to the E. of Erk Island, and to the southward of the channel of Abo.

VUCHT House, a mark for anchoring in the harbour of Liss on the coast of Germany, at the distance of 8 leagues from the Silter Deep.

Casa VYGIA, on the coast of Brazil in South America, is between the rivers Cayta and Tury, in the direction of E. S. E. Rodonta, Guropy, and Carara Rivers, and other places of little note are in this space of 40 leagues.

W.

WAARDENBURGH, one of the forts for protecting the road of the Receif, on the coast of Brazil, at N. W. from it.

WACKAMAW River, in South Carolina, is a river which receives the Pedee and other considerable rivers to the W. of it, and runs S. S. W. parallel to the coast at but a small distance, and then turns short eastward, and falls into the sea at Winyard harbour, or George Town entrance, to the northward of the Santee River, in lat. 33 deg. 16 min. N. and long. 78 deg. 5 min. W.

WADHAM Islands, near the N. E. coast of Newfoundland Island in North America, are in lat. 49 deg. 57 min. N. and long. 53 deg. 37 min. W.

WADMALAW Island, the S. part of St. John's Island to the southward of Charles Town in South Carolina. See JOHN'S Island.

WAERT Sand, in the Zuyder Zee on the coast of Holland, on the point of which is a beacon, and to the northward and westward two more called the Beacons of Claesvomen; and there is also another to the southward on Dominicus Plat, or, as it is called by the pilots, Myrsen Plat. See SCHUYT Sand.

WAGER Bay or Straits, in that part of Hudson's Bay called the Welcome Sea, is about lat. 68 deg. N. Cape Dobbs is the S. point of its entrance as Cape Smith is on the N.

WAIGAT'S Straits, is a channel between Nova Zembla and the main land of the N. coast of Russia, through which the Dutch sailed as far as to lat. 75 deg. N. for the discovery of a N. E. passage to the East Indies and China. The lat. is 70 deg. 10 min. N. and long. 60 deg. 15 min. E.

WALBERT

WALBERT Point, on the coast of Norway, is 2 leagues to the N. W. by N. from Sirowack, and 4 leagues to the S. from Jedderland. Except a small reef from the Veet Rock to the N. W. it is a pretty good coast.

WALCHEREN Island, the most considerable of the islands belonging to Zealand in the Low Countries, being about 11 miles in diameter and nearly circular. It is very low, and very subject to inundations, but has some good arable land as well as pasture. Middleburg is the chief town of this island.

On the coast of this island, to the N. W. from Ostend, and W. from West Chapel, about 9 leagues off from the Flemish coast, is a small bank or flat, that has 22 feet upon it at low water; on which in foul weather there is a great breach of the sea. At W. Chapel on this island the time of high water is 12 o'clock on spring tide days.

There are various channels between this island and Flanders, as the Weilings, Spleet, Doorley, and Bodkil, all which have sometimes the name of the first; they are noted under their proper heads.

WALDRES, one of the towns situated upon Kyn Sound on the coast of Norway, lying E. by S. from Kyn.

Prince of WALES'S Fort, on the coast of New Wales, in Hudson's Bay, is in lat. 58 deg. 47. min. N. and long. 94 deg. 7 min. W.

Prince of WALES Island. See **PEENANG** Island.

Prince of WALES Island. See **PRINCE of WALES** Island.

Prince of WALES'S Islands. See **PRINCE of WALES'S** Islands.

WALLABOUT Bay, near the W. end of Long Island, on the N. coast, and the S. shore of East River, between that island and New York. It is to the E. from the city of New York, but on the opposite shore, and runs in due S. round a point of land, so as to form a basin, and the land trends upon the E. side almost due N. towards the passage called Hell Gate.

WALLET, a clear part of the mouth of the River Thames lying between the Gun-fleet and the Essex shore, about W. S. W. from the Naze, and has from 5 to 8 fathoms and clean ground. In going over by the buoy of the Spits into the Wallet, be careful in observing the tides, as there is frequently but from 5 to 7 feet

water at the buoy on the ebb, and this is not always alike. See **GOLDERMORE'S** Gat.

WALLIS'S Bay or Harbour in the Straits of Maghellan, at the S. extremity of the continent of South America, is about one third of the distance between Cape Shut-up and Cape Froward, or about 2 leagues from the former at S. W. by W. It is the best of 3 bays that lie to the westward of Cape Shut-up.

WALLIS'S Island, in the South Pacific Ocean, is an irregular island of scarce 2 miles in length and about a mile in breadth. Near its S. point are some small islands, and on the N. about half a mile off are some others. The whole is surrounded by a reef of rocks sometimes at the distance of half a mile and on the N. near a mile from the island. The only opening into this reef is on the W. side, where there is from 17 to 8 fathoms. An insulated rock faces this channel, and renders the entry very narrow; but it seems that a ship may pass it on either side. An island in shape like a shield, having its broad end to the E. is to the S. E. of the larger island, and near a mile from E. to W. but not so broad, and is within the reef. The entrance is about 60 fathoms broad, and the island is in lat. 13 deg. 18 min. S. and long. 177 deg. 0 min. W. The variation here in 1767 was 10 deg. E.

WALLIS'S Island near the coast of New Ireland, in the South Pacific Ocean. See **ENGLISH** Cove and **GOWER'S** Harbour.

WALLIS'S Island in Endeavour Straits, are about the middle of the passage round the N. point of New Holland or New South Wales in the South Pacific Ocean. At the distance of 2 leagues from these islands to the N. is a shoal or bank of about half a mile broad, on which is only 3 fathoms at the last quarter ebb; in every other part of the strait there is good anchorage. These islands, which are only two small round islands, are about two miles to the N. W. of Possession Island.

WALNEY Island, a long and narrow island round the S. part of the peninsula of Furness, or N. W. part of Lancashire, and W. a little northerly from the mouth of the River Lune, or River of Lancaster.

Cape WALSH, on the coast of New Guinea, in the Eastern Indian Ocean, is in

in lat. 8 deg. 30 min. S. and long. 137 deg. E. and nearly due W. from St. Bartolomeo Island; but the land trends from it the other way to N. N. E. along which coast there are soundings of from 3 to 17 fathoms and 5 fathoms off this cape. Along the other coast to the eastward there is from 4 fathoms and a half to 10 fathoms, but deeper the farther off from the shore.

Cape WALSINGHAM is on the E. side of Cumberland's Island in Hudson's Straits, in North America, being to the N. E. of the S. point called the Cape of God's Mercies, and on the S. of Exeter Sound. Its lat. is 62 deg. 39 min. N. and long. 77 deg. 53 min. W. and has high water on full and change days at 12 o'clock.

WALTON Naze, on the coast of Essex. See **NAZE**.

WAMBUS, or **ST. JOHN'S**, is the most westerly of the 4 churches of the Texel Island, having a high spire steeple. See **ST. JOHN'S** and **TEXEL**. It is a mark for finding the innermost buoy of the Spaniard's Gat, which will be seen on the larboard side going out from Capeveader's Road along by the Texel Island to seaward.

WANDO River, the eastern branch of Cooper's River, with which it unites its stream just above Charles Town on the coast of South Carolina, the mouth of it bearing at N. N. E. from the town.

WANOOAETTE Island in the South Pacific Ocean, is about 10 miles at N. W. by W. from the N. end of Wateehoo Island, and extends about 2 miles from S. E. to N. W. It is all rocky round the W. side of it.

WAPPO or **WAPEN**, on the W. coast of Africa, off which there is a great flat rock about 3 leagues to the W. the like to which is not seen on all the coast of Guinea. To anchor upon the coast bring the rocks off Setry to bear at N. W. and Wappo Point at E. S. E. and the town of Setry at N. E. when a ship will have good ground in from 15 to 16 fathoms; but farther out there is from 20 to 30 fathoms with rocky and foul ground that will certainly occasion the loss of the anchors. The coast is known by the rock, and by the trees that are shaped like umbrellas or bee-hives. As the best place for the Mellegetta trade, ships always stop here, and anchor under the lee of the rock.

WARANIN Bay, on the coast of Lap-

land, is a large sandy bay about 2 leagues to the southward of Tiry Biry. It is narrow at the mouth, but spreads within into a broad sound, in which, as at Tiry Biry, there is good salmon fishing. It is a clean bay and has good anchorage. Without the mouth of the harbour are 3 little islands, but the road is within them.

WARBERG, is a town of Sweden, about 30 miles to the S. from Gottenburg, having a castle and a harbour, in lat. 57 deg. 12 min. N. and long. 11 deg. 46 min. E.

WARDEN Ledge, a ledge of rocks that runs off from the N. W. coast of the Isle of Wight in the English channel, about midway between Hurst Castle and the Needles. They must have a birth by edging off to the side of the main; by keeping the sweeps of a windmill in sight just above the high land on the Wight.

WARDHUS or **WARDHUYS**, on the coast of Lapland, is a large island with 2 or 3 small ones on the N. side of it; but the large one only is inhabited. It is only about a mile from the main, and is 21 miles in length; and there is very deep water in the sound between the island and main. On each side of the island to the N. and S. is a deep bay; these approach so near to one another in the middle of the island as to leave but a very narrow isthmus, being scarcely a stone's cast. There is good riding in the S. bay, on the E. side of which is a castle with a small town near the sea side; but the best riding is between the island and main. Ships may go through the sound, only observing to run somewhat the nearest to the rock called Dieholm, where the gallows is, because in that place the island is foul. The other two islands are very near together, and lie about a gun shot to the N. They are not a mile long, but very high and rocky, with 2 or 3 rocks near them above water. From the point of Matkorf hither is 16 leagues at S. E. by E. and from hence to Keeger point is 10 leagues to the S. E. Between the two former, but nearest to Wardhuys, is a high hummock upon the high land like a castle, which is a mark for knowing the coast; and between the two latter is a bay, into which several sounds and rivers come, and among others the great river Pitling. It is in lat. 70 deg. 23 min. N. and long. 31 deg. 7 min. E. and is 40 leagues to the S. E. from the N. Cape.

WARDNER'S or **WARNER'S** Shoal Buoy,

Buoy, is to the northward of St. Helen's road at the E. end of the Isle of Wight in the English Channel, and about a league in the same direction from Bembridge Ledge. This buoy is white, and about a mile and a quarter from it at N. E. by E. is the Black or Jenny Buoy, otherwise called Dean Buoy. See BLACK Buoy, and HORSE Buoy.

Mount WARNING, on the E. coast of New Holland or New South Wales, is 7 or 8 leagues inland, but is very high and peaked, and serves to point out some breakers in the direction of N. E. by E. from it, that stretch out E. for 2 leagues from Point Danger. This hill is in lat. 28 deg. 22 min. S.

WARNIS, a place within land on the Friesland shore of the Zuyder Zee, which is a mark for the length of the Frees Plat Buoy when it comes in one with Mirnes to the northward of Staveren.

WARREN'S Point, is on the E. side of Chebucto harbour on the coast of Nova Scotia in North America, and about 2 miles to the E. of the town of Halifax. It is the entrance to a creek, into which Saw Mill River and some others are emptied.

WARRY Island. See **FOUDRY**.

WASHES, on the coast of Lincolnshire, and bounded by Hunstanton Cliff on the coast of Norfolk, a large and celebrated estuary, that is under water at every tide, and passable by travellers when the tide is out. To those who are not very well acquainted guides are necessary to avoid the quicksands; and the danger is recorded in the history of King John in the time of the Barons wars, who lost his carriages and camp equipage here, in attempting to cross into Lincolnshire, with many men.

WASILIOSTEROW Island. See **MENZIKOFF**.

WASKEMASHIN Island in the Gulf of St. Lawrence, on the N. shore or coast of Labrador, is in lat. 50 deg. 3 min. N. and long. 59 deg. 55 min. W.

WESSAW Sound, a small sound that goes in behind an island at the mouth of the River of Ogechee, to the southward of Savannah on the coast of Georgia in North America.

WASSEN'S Bay, on the coast of Cambodia in the Eastern Indian Ocean, is in lat. 12 deg. 15 min. N. and long. 110 deg. 10 min. E.

VOL. II.

WATCHET, on the coast of Somersetshire, in the Bristol Channel, 4 miles to the E. of Dunster, is an ancient little port, with a pier running out to seaward that forms a harbour for small vessels. It has a few light vessels that carry on the West coal trade and the coasting traffic to Bristol. Many herrings are caught here by nets that are fixed on stakes along the shore. It is in lat. 51 deg. 12 min. N. and long. 3 deg. 25 min. W.

WATEEHOO Island in the South Pacific Ocean, is about 6 miles in length and 4 in breadth, and a beautiful spot, having a surface covered with verdure, and composed of hills and plains. It does not appear to have any running stream, and it is lined on the W. side by a reef of rocks; and is in lat. 20 deg. 1 min. N. and long. 158 deg. 15 min. W.

WATERFORD, near the S. E. angle of the kingdom of Ireland, on the S. side, is due W. from Carnaroot Point about 8 leagues, and 43 leagues at N. N. W. from the Land's End of England, but only 40 leagues at N. by W. northerly from Scilly Islands. From the coast of Ireland in the offing about 9 or 10 leagues, is a sand bank in 40 fathoms, where fishermen commonly lie to fish, which is a certain mark of the distance of the land, and from which the high mountains of Dungarvon may be seen. From Carnaroot Point to the E. point of Waterford, called Slade Point, the coast lies E. N. E. and W. S. W. and shews itself in the offing, within the land in high hills, two and three double one over the other, though the land is low near the sea, with many flat towers upon it. Having made Slade Point, on which is the tower, on the E. side, and Credan Head on the W. observe that from the latter a shoal lies off S. S. E. into the sea; but the channel is broad and clean, and without it are 10 and 11 fathoms and in the haven's mouth 7 fathoms, and somewhat farther in, which is N. and N. by W. there are 6 fathoms. There is a good road in 4 or 5 fathoms within the easternmost point of the river.

On the W. shore of the river about a league within the mouth, is a steep point from whence the shoal lies along shore northward to the steep point of the Passage. See **SLADE** and **PASSAGE**. The town of Waterford is about 8 miles up, and its excellent harbour is as well situated

ted for trade as any in the world, and ships of the greatest burden may ride at the quay. This town is in lat. 52 deg. 7 min. N. and long. 7 deg. 47 min. W. and has high water before the town at a quarter past 5, but at half past 4, at the mouth of the river, on full and change days. It is to be observed that from this harbour to Cape Clear, the land may be seen all along in 54 fathoms, and most part of the coast will be visible in 35 and 40 fathoms, and with the lesser depth a ship will be not far from land. In coming from sea or the westward, the high mountain of Dungarvon brought on at N. W. is a mark for this harbour. It must be noted also, that in coming from the eastward, the shoalings from the Saltees to Waterford decrease gradually in about 2 miles space from 36 to 21 fathoms.

WATER Island. See VARROR.

WATERLAND Island, in the South Pacific Ocean, an island so called by Le Maire, lying in lat. 14 deg. 46 min. S. and long. 144 deg. 10 min. W.

WATFARE Point, on the Coromandel coast of India, towards the bottom of the Gulf of Bengal, is 13 leagues and a half across the bay from Point Goordeware, but 25 leagues round by the shore in the light. The land is high and hilly, and there is from 30 to 35 fathoms water at 5 leagues offing, and within 2 miles 14 fathoms and a good sandy hard ground. It is 20 leagues and a half along by the coast from hence to Bimlepatan, between the N. by E. and N. E. by N. with an offing of only 2 miles, which is the fairway of the course, till a ship is over against Panary. See PANARY.

WATLAND Island, one of the Bahamas so called in the West Indies, the S. point of which is in lat. 24 deg. 0 min. N. and long. 74 deg. 0 min. W.

WAY Island, is off the N. W. point of the Island of Sumatra in the East Indies, being a small island nearly N. from the Port of Achen, and in lat. 5 deg. 55 min. N. and long. 95 deg. 2 min. E.

WAYBORN Hope, on the N. coast of Norfolk in the German Ocean, is to the westward of Cromer and Sheringham. It is a point of land between the latter and Cly, and nearly due S. from the Dungeon Shoal, and the W. end of Sheringham Shoal.

WEALT Island, is a small island on the S. W. coast of the Island of Angle-

sea, lying within the points of a bay, a little to the S. E. from the nearest part of Holyhead Island.

WEARY Bay, on the N. E. coast of New Holland or New South Wales in the South Pacific Ocean, is to the southward of Endeavour River, its N. point forming the S. limit of the entrance into that river. It is to the N. W. from Cape Tribulation, and to the S. W. from Hope Islands.

WEBB'S Shoal, a small round shoal of the North Atlantic Ocean, situated to the E. of the Cape de Verd Islands, nearly at E. S. E. from the Island of Bonavista, and at N. E. by E. from the Island of May. It is laid down in lat. 15 deg. 46 min. N. and long. 15 deg. 23 min. W.

WEBSTER'S Voe, in the Shetland Islands, is one of the 4 deep sounds and bays between the Island of Braefy and the headland called the mouth of Efwick. It is a little to the northward of Laxford Voe, and the third towards the N. and and lies in about a mile at W. by S. having good anchorage in from 4 to 8 fathoms.

WEDGE Buoy, on the point of the sand or bank so called in the River Thames, which is about a mile in length from W. to E. nearly. In coming from the westward, directions will be found for running towards it, under HORSE SHOE Hole, and PAN PATCH Buoy. There is but one foot on the Wedge, and in March and September it comes dry at spring tides. Directions will also be found for passing on down the channel to the eastward under North SPITT Buoy and TONGUE. See also QUEEN'S Channel.

WEEN, or HUEN Island. See HUEN.

WEEVER River, is a River of Cheshire, which rises within Shropshire, and from thence runs due N. for Nantwich, passing along to Northwich, where it is joined by other streams and rivers, particularly the Dane, and then turns westward to Froodsham. It falls into the estuary of the Mersey below that town, by which it communicates with Liverpool and the sea. This river is navigable as far as Winsford, some miles above Northwich. Vast quantities of salt are carried down this river from the Wyches to Liverpool, from whence it is shipped to other ports, both coastwise and foreign places.

WEILINGS,

WEILINGS, are channels that lie in from the sea, between the Island of Walcheren belonging to Zealand, and the coast of Flanders. One of these is called the Weiling, from which the rest are frequently known by this general name. The others are the Spleet, Doorloy, and Bodkil, noted under their respective heads.

The **WEILING**, which lies between the Flemish coast and the sand called the English Pole, is divided into two channels, known by the names of Weiling and Inner Weiling; the latter of which lies in between the French Pole and the coast of Flanders, and the former between the French Pole and the English Pole. To sail in at the Weiling, coming out of the sea, run towards the coast of Flanders, when a ship is to the westward of Ostend into 5 fathoms water. There was formerly a bank thwart of Blankenberg, off from the shore, within which ships might sail, but that has diminished to a little flat, that perhaps may be nearly wasted. When the steeples of Bruges are a cable's length to the westward of the square steeple of Lefweg, which is the largest thereabouts, then will a ship be to the westward of all the sands, poles, and banks, that form the different channels between the Island of Walcheren and Flanders. Keeping those steeples in that position, run towards the coast until the ship is over the Ript of the English Pole, and until the ground becomes soft again and deeper, into 5 fathoms. Then sail N. E. and N. E. by E. with the flood; but N. E. and N. E. by N. with the ebb. It is necessary to reckon the tides well, which there run mostly at E. S. E. somewhat southerly, and W. N. W. somewhat northerly, the tide running scarcely an hour along the shore. Keep the steeple of Ten Duyn a ship's length or two without the sponce of Blankenberg as long as they can be seen, and still in 5 fathoms water. When the Heist comes to Bruges, and the West Chappel to Knock, a ship is in the fair way of the Weilings, and the nearer to the English Pole the deeper is the water, till it comes upon the shoalings of the bank. Bruges must come on with Heist before West Chappel is on with Knock, or else a ship will be too near to seaward or the English Pole; though they may be brought on together with the

first of the flood, but not with the first of the ebb, and if shoalings are found they will be those of the English Pole. Sail on in the same course between the English and the French Pole, the English being flat thereabouts and must be founded. When the castle of Sluys comes to the high square steeple on Cadfant, which is to the northward of Sluys, a ship will be past the French Pole, and may then run right with Flushing, or observe these directions,—not to bring Lefweg within Heist before the castle of Sluys comes to the E. Sand hill of Cadfant, but to remain without it, or else a ship will run right against the Inner Bank. When the castle comes to the sand hill, sail boldly at E. N. E. and N. E. by E. to avoid the French Pole, until the steeple of Flushing comes to the northward of the prison-gate, when there will be deeper water; and then sail due E. or E. by S. right with Flushing. There are 4 fathoms and a half in this channel in the fairway at low water.

The Inner Weiling, in which channel there are also 4 fathoms and a half, lies in between the Inner Bank and Cadfant. On coming from the westward into Weilings, to go into the Inner Weiling, come not so far that West Chappel comes to Knock, but sail from thence E. by S. until the buoy on the point of the Peerdemarkt comes in sight; a sand that shoots off from the E. point of Sluys Haven, and is very steep. Leave that buoy on the starboard side, and keep St. Lambert's steeple without the S. sand hills of Cadfant, till a ship comes near to Sluys Haven, and then sail on N. E. somewhat northerly along by the shore to avoid the Crake sand. When the castle of Sluys and the steeple of St. Lambert come one in another, then sail due E. right with Flushing. The time of high water before these channels on full and change days is from half past 12 to half past 1 o'clock.

WEISSEL, or VISTULA. See **VISTULA**.

WELCOME Bay, at the W. end of the Island of Java in the East Indies, of which notice has been taken under **SUNDA Straits**.

WELCOME Sea, that part of Hudson's Bay in North America, which runs up to the N. round from Cape South-

ampton on the S. E. point, that opens between lat. 62 deg. and 63 deg. N. and on the N. W. shore in lat. 66 deg. 30 min. is a fair headland called the Hope, into the N. part of this sea, called Repulse Bay.

WELLAND River, is the boundary on the N. W. side of Northamptonshire between that county and Leicestershire from the town of Market Harborough, and the boundary also of Rutlandshire as far as Stamford in the direction of N. E. It then turns more easterly to Market Deeping, and joins the River Nen above Crowland; which streams being united turn again to the northward easterly by Spalding, and so into the Wash. Small barges come up to Spalding at spring tides.

WELL Bank, a fishing bank so called in the North Sea, nearly thwart of the Spurn or River Humber to the E. and to the S. of the Dogger Bank. There is no danger, having no where less than 12 fathoms, which are several fathoms less than are round it, and has the Swart Bank and Brown Bank running off with a tail to the S. extending nearly thwart, or to the eastward of Harwich, but nearer the coast of Holland.

WELLS, on the coast of Norfolk, is 3 leagues at W. by N. from Blakeny, and 2 leagues at E. by N. from Burnham. It is a port for shipping corn, as many of the small ports on this coast are. The Pole and Piper sand are between Blakeny and Wells; and there is also a shoal that lies afar off from the land, at the W. end of which is the channel into Wells. The beacons for sailing in stand along the edge of the Piper; and when Hoebrom bears at E. S. E. and the trees against the steeple, vessels may go into the haven of Wells, which is a tide haven. The sand called the Outer Dowling is due N. from it at the distance of 7 leagues. The shore is here very flat, so as to ebb out near 2 miles. It is in lat. 53 deg. 1 min. N. and long. 1 deg. 0 min. E. and has high water on full and change days at 6 o'clock. By the act of parliament (1795) for raising men for his majesty's navy, this port is to produce 50 men.

WELLS Bay, on the coast of New England in North America, is to the S. W. from Cape Porpoise, and at N. N. E. from York River.

WENIS Island, on the W. coast of

Ireland, is on the larboard side of the entrance into the Kenmare or Kilmore Sound and River, having some other islands within it. Between this and Cod's Head, which is the second starboard point of the sound, nearly E. from it, are 45 fathoms water.

WERO Island, on the coast of Norway, is one of the two islands at the distance of 15 leagues N. from Trenough Island. Rust is the other island. Between these and the Loeftort is the famous whirlpool called Mael Ströom. Wero or Wero Island is in lat. 67 deg. 43 min. N. and long. 9 deg. 10 min. E.

WERSBERGEN, on the coast of Sweden, is 5 leagues at S. E. by S. from the great rock of the Nyding. It is situated in a bay to the N. of Mouster Sound, which is on a river that runs into the same bay.

WERTROLL SANIES Island on the coast of Norway, between which and Tromsund are divers channels for running in through the islands within the N. Cape; but it is necessary to beware of sunken rocks. See TROM SOUND.

WESER River, on the coast of Germany, for which ships usually first make Helighland or Holy Island from the N. as they do for the Elbe and Eyder. That island is 8 leagues and a half due N. from the outermost buoy of the Weser. Its channel opens off from the Island of Wrangrough, which is divided into two by the large sand called the Red Sand, extending for 3 leagues from E. S. E. to W. N. W. See WRANGROUGH, and SOUTH GROUNDS.

WEST Bay, in the South Pacific Ocean, is one of the bays on the N. E. side of the larger of the two Islands of Juan FERNANDEZ, which see.

WEST Bay, within Queen Charlotte's Sound in Cook's Straits between the two Islands of New Zealand in the South Pacific Ocean, is on the W. shore of that sound, and round to the southward of Ship and Shag Coves, in to the W. and the N. W. and N. In this bay are 20 fathoms water, or more, except in the very bottom of the bay to the N.

WEST Buoy, of the middle, in the mouth of the River Thames, is about a mile from the Whitaker Beacon, and on the S. side of the King's Channel, in the direction

direction of N. W. half N. and S. E. half S. from each other ; between which there are 8 or 9 fathoms in mid-channel.

WEST Burrows. See **BURROWS**.

WEST Cape, the N. W. limit of a bay near the southern extremity of the southernmost island of New Zealand, round to the westward from S. Cape. It is in lat. 45 deg. 54 min. S. and long. 166 deg. 43 min. E. and is moderately high. About 2 or 3 leagues to the southward of it is a very white cliff, from whence the land trends one way to the S. E. and the other to N. N. E. Dusky Bay is about 3 leagues to the N. of the Cape.

WEST Harbour, on the S. coast of the Island of Jamaica, is to the N. from Portland Point, round to the eastward, and to the S. of Bigg's Bay. There is good anchorage, but exposed to the S. and S. E.

WEST HEAD Shoal, in the **KEVITSEN** channel to **BREWERS HAVEN**, which see.

WEST Main, a name for the W. shore of Hudson's Bay in North America, on which the Hudson's Bay Company have several forts and settlements.

WEST Passage. See **PROVIDENCE River**.

WEST Pens, in Hudson's Bay. See **PENS**.

WEST River, a small stream, which falls into Guilford Bay on the N. shore of Long Island Sound, within the Falcon Islands, a little to the E. of Brentford River.

WEST Rock, to the westward of the Islands of Graciosa and Alegranza, part of the Canary Islands so called in the North Atlantic Ocean.

WESTER BOOM Gat or Channel, is the W. opening to the channel between Vlieland and Schelling Island into the Zuyder Zee. To go into it from the W. bring the beacon of Brandaries which is on the W. end of Schelling Island and the tower both in one, at E. or E. by S. and with this mark run by the outermost buoy in 6 fathoms to the second buoy. Then bring the tower a little southward of the beacon, and thus run between a white and black buoy, where there are 17 feet at the shoalest at low water. Keep from hence in 6 or 7 fathoms in the fairway of the Boom channel, though the N. side is deepest ; but it is so broad that ships may turn in,

and in calm weather the current sets right in.

WESTER Gat, or **WESTFIELD Deep**, is a channel that goes in between Eyerland at the N. E. end of the Texel Island and the reef which shoots out to seaward from the W. end of Fly Island. It is only fit for small vessels, not having more than 8 or 10 feet water.

WESTERMOST Island or Cay, on the N. coast of South America, is a rocky island. See **BARNARDO Islands**.

WESTERN Bay, on the E. coast of Cambodia, in the Eastern Indian Ocean, is to the northward from Cape Avarilla de Falso, and is a deep gulf which may be known by several white spots on the land, and by several islands near it, one of which called Rowden Holm lies near the N. end of the bay. Just beyond this is a whole range of bays, one beyond another, as Pagoda, St. John's, &c.

WESTERN Islands, or **AZORES**, a group of islands so called in the North Atlantic Ocean, for which see **AZORES**.

WESTERWEEMS, one of the small havens on the N. shore of the Firth of Forth in Scotland, and one of those that have a stone pier for a defence from an easterly sea ; which pier must consequently be left on the starboard to go in. It has 9 and 10 feet at neap tides and 12 or 13 at spring tides, and is dry at low water.

WESTERWYK Channel, a name by which Ide Sound, on the coast of Sweden in the Baltic is frequently known. Its several islands, harbours, and loading places, are noted under their respective heads. The town of its name is about 17 leagues to the N. of Calmar, and 40 leagues to S. W. from Stockholm, and in lat. 57 deg. 40 min. N. and long. 16 deg. E. See **IDEBANK**, and **BAR SOUND**.

WESTER Till. See **TILL**.

WESTER Zyt, is to the northward of the point called the Horn, on the coast of Germany, the point lying between the Souther Zyt and Wester Zyt.

WESTGATE Bay, on the N. coast of Kent, or the S. shore of the River Thames, is bounded on the W. by Cliff End point, and extends towards Margate. It is within Margate Sand, or to the S. of it, and affords several marks for proceeding in the fairway of the channel along the coast. One mark for the

the E. buoy of the Spell, which is white, is to get St. Peter's Church at E. on the middle of this bay; and a leading mark through the channel between the Red Sand and Schivering, is to have the same church upon the W. end of the easternmost cliff in the bay. The leading mark for the buoy to the eastward of the Laff, is to have that church on the easternmost end of the westernmost cliff in the bay; and to avoid a shoal, called the Horse, below the Reculvers at a small distance, is to keep St. Peter's steeple on the E. side of the bay, and a little upon the cliff. It is also a mark for the N. Spit buoy. To anchor in the road, bring the church of St. Peter on Nallan Point at S. E. by E. in 6 fathoms water; it is high water here on full and change days at 20 minutes before 12.

WESTMAN or WESTMONIA Islands, in the North Atlantic Ocean, near Iceland, in lat. 63 deg. 20 min. N. and long. 20 deg. 28 min. W.

WESTMINSTER Hall, in Madagascar Island. See **TABLE Hill**.

WESTMINSTER Hall, an island so called at the W. end of Maghellan's Straits, about 5 leagues at E. N. E. half N. from Cape Pillar. Its lat. is 52 deg. 34 min. S. and long. 76 deg. 16 min. W.

WESTON'S Islands, groups of islands so called in James Bay, or the S. branch of Hudson's Bay in North America, to the E. and S. E. from Albany River.

WESTRA Frith, in the Orkney Islands, is a sound or channel out of Wire Sound by the S. end of Eglesha, and out between the Islands of Westra and Rowfay keeping nearest to the latter, on account of some sunken rocks that are about 2 miles from Crof Kirk on Westra.

WESTRA Island. See **WESTRA Firth**.

WEXFORD, on the E. coast of Ireland, but near the S. E. angle, is a sea port, with a commodious harbour at the mouth of the River Selany, about 21 leagues to the S. of Dublin, on a bay. Before the mouth of it is a sand called Hænman's Path, which is dry, and another to the N. of it called the North Ground; between them is the deepest channel to go into the bay, in 4 or 5 fathoms. When a small castle on the S. land is brought within the strand at the opening into the bay, and on the

S. end of the high land of Wexford, about S. W. by W. a ship may run in; and when, after bringing it from this point, and it appears betwixt the two northernmost little sand hills upon the Sounder, it will be past Hænman's Path. Then go in over the bar, where are 16 feet at high water, keeping to the southward left the tide force a ship on the tail of the North Ground; where the mast stands sunk in the sand, if not lately gone. In this channel, and upon the bar, the flood runs in after half tide strong by the channel to the northward; this strong tide to the northward, when it is high water in this channel, and upon the bar, is supposed to produce the tail of Hænman's Path, and casts up more and more to the northward, so as to throw the channel more northerly. Having passed the shoalest of the bar, there are 3 and a half and 4 fathoms, as in the channel between the North Grounds and Hænman's Path, and a ship must then run over to the foot strand, and then edge over to the N. shore to avoid the grounds to the westward within the Sounder. See **SOUNDER**. The lat. is 52 deg. 21 min. N. and long. 6 deg. 57 min. W. and it has high water at the entrance on full and change days at 6 o'clock.

WEXIO, is a sea port of Sweden, situated on the banks of a pleasant lake, that contains a group of woody islands. It is a very small town, about 50 miles W. from Calmar, and 155 S. W. from Stockholm, and is in lat. 56 deg. 41 min. N. and long. 14 deg. 57 min. E.

WEYGAT'S Straits, already noticed under **WAIGRATS**, a word that in English means *impassable*, and is applicable from those icy mountains covered with snow that always lie at the mouth of the Frozen Sea, and are known by the name of Pater Nosters. The S. point of Nova Zembla which forms the straits is in lat. 69 deg. 30 min. N. and long. 61 deg. 57 min. E. and the N. point in lat. 78 deg. N. and long. 69 deg. 55 min. E.

WEYMOUTH, on the coast of Dorset, in the English channel, has a well frequented port and haven, defended by Sandford and Portland castles. The sea has retired from the coast considerably on the E. Here is a Custom House and a quay, and it has some concern with the wine and Newfoundland trade. It is about a league to the N. of Portland

land Road, and is a tide harbour. When a ship is about the point called the North, there is most water nearest the N. shore, in which channel are 4 or 5 fathoms; but keep not too near the other side, where there is shoal water. On the starboard side going in, is a strong mole or stone pier, and on the end of it a fort or battery. Ships lie along by the quays on both sides of the river, where they are aground on the ebb. There are 4 or 5 fathoms without in the road of Weymouth, and good anchorage. It is in lat. 50 deg. 38 min. N. and long. 2 deg. 35 min. W. and has high water on full and change days at half past 7 o'clock. This port by a late act of parliament (1795) is to supply 139 men for his majesty's navy.

WEYMOUTH Bay, on the N. E. coast of New Holland or New South Wales, has Cape Weymouth for its S. S. E. point, nearly due W. from Providence Channel. Bolt Head is to the N. N. W.

Cape WEYMOUTH, on the N. E. coast of New Holland, is a lofty promontory, in lat. 12 deg. 42 min. S. and long. 142 deg. 45 min. E.

WHALE's Back, in the North Atlantic Ocean, near Iceland Island, is in lat. 65 deg. 36 min. N. and long. 20 deg. 37 min. W.

WHALE Bay, in Maghellan Straits. See WHALE's Port or Sound.

WHALE COVE Island, is the most northerly of two islands lying to the S. of Brook Cobham, or Marble Island, in the northern parts of North America, the latter being in lat. 63 deg. N. Lovegrove is the other island, and has a fair opening to the W. of it.

WHALE FISH Island, on the E. coast of South America, within the River Isequeibo, is above the Seven Brothers or Seven Islands, and below the Three Brothers.

WHALE Point, a headland on the S. shore of Maghellan's Straits, to the westward of Whale Bay. It is the E. point of a reach or narrow that is not more than 2 leagues wide, called English Reach, as Cape Middleton is the W. point.

WHALE's Port, on the E. coast of the Island of Newfoundland, is to the N. of Cape Broyle, off which is the island called Goose Island.

WHALE's Sound. See BAFFIN's Bay.

WHALE's Sound or Bay, on the S.

shore of Maghellan Straits or N. side of Terra del Fuego. It is to the E. of Whale Point, and was so named from the whales that were seen in it in the year 1671.

WHATTEN Head, on the N. coast of Scotland, is the W. point of an inlet or lake which runs due S. and lies between Farr Head on the E. and Farout Head on the W.

WHEELWRIGHT Gut, at the N. W. end of the Island of St. Christopher's or St. Kitt's in the West Indies, has Willet's Bay and Masshouse Bay to the E. and Courpon's and Convent Bays to the S. W. There is a sand before the entrance which appears to prevent ships from going in.

WHENNUIA Island, one of two small islands near the Island of Otaha, in the South Pacific Ocean. See OTAHA and TOAHOUTU.

WHIDAH, on the W. coast of Africa. See ARDER.

WHIDDY Island is within Bantry Bay, near the S. W. part of Ireland, and 4 leagues from Beer Haven at E. N. E. to the N. E. point of the island. There are from 30 to 40 fathoms in the fairway, but between Beer Haven and the main, called the North Sound, there are only from 5 to 10 fathoms, and farther towards Whiddy from 20 to 25 fathoms. It is only a league in circumference, and may be sailed round, but it is best to the N. or E. where ships must keep close to the point because of a little ledge of rocks that lies a musket-shot from shore, and covered at high water, but bare at half ebb. Beyond this point are two small islands, and a ship may go on any side of the biggest till it comes to a large white house by the Island Widdy, where is anchorage in from 4 to 6 fathoms. All the W. and S. sides of the island are foul and difficult. The usual place to ride in is right against an old abbey, opposite to the S. side of the Whiddy, in very good ground and from 4 to 6 fathoms. A little low island to the northward of the road is at high water divided into two. Longer haven is a league to the W. N. W. from the E. point of this island; sailing by a great rock that is high above water on the off side, the other side being dangerous. See BANTRY.

WHITAKER Beacon, on the N. side of the King's Channel at the mouth of the River Thames, is at the E. end of the

the sands which lie off from the Essex shore, and limit the channel. Black Tail and Shoe Beacon to the westward are on the edge of these sands. This beacon is 6 or 7 miles at N. N. E. easterly from the Shoe Beacon, and a mile at N. W. half N. from the W. buoy of the Middle. In turning down, stand no nearer the Whitaker than 4 or 5 fathoms nor to the West Burrows than 8 or 9 fathoms. See WEST BUOY, BUXEY, and GUN-FLEET.

WHITEBY, on the coast of Yorkshire, is to the northward of Scarborough, about 4 or 5 leagues, sometimes called WHITEBY, or WHITE TOWN, and anciently called Streansshall from a monastery so named. It is situated at the mouth of the River Eske, and has a commodious harbour, an act of parliament having passed in the reign of Queen Ann for rebuilding and repairing the pier. The additions to its moles and piers, have rendered this port much safer and more commodious. The cliffs on the E. side of the harbour's mouth are nearly perpendicular, and 180 feet above the level of the sea; and the sea washes the foot of them at high water, but retires on the ebb, and leaves a dry shore of considerable breadth, which is a hard smooth and flat rock, and appears like the slates used in schools. More than 100 vessels of 80 tons or more belong to it, and it is much frequented by colliers, the best and strongest vessels for the coal trade being built here. It is a tide haven, and falls almost dry at low water; and on the E. side of the haven there is a beacon, which must be left on the larboard side at going in, and so ships may run up to the bridge. A rock off the bar, called Whitby Rock, or Whitby Chambers, will be avoided by bringing the steeple of the church open to the northward of the S. point of the entrance into the harbour. To run along by it, keep the S. point of Robin Hood's Bay clear off the land of Whithy. Ships that go in to lie there, run above bridge and lie upon the sand called the Bell, which is dry at low water. On the W. side of the harbour off the town is a watch-house and a beacon on the cliff. They have an excellent custom here, on discovering any ship before the harbour in distress, and wishes to come in, in making a fire near the watch-house, during the time of flood, until they are

satisfied of a sufficiency of water to come in between the piers; it is then put out, which is the signal for knowing that a ship may then venture into the harbour. From this port to the Tees mouth is about 7 leagues at W. N. W. Its lat. is 54 deg. 30 min. N. and long. 55 min. W. and has high water on full and change days at 3 o'clock. By the act of parliament (1795) this town is to supply 573 men for his majesty's navy. Our celebrated circum-navigator, Capt. Cook, was a native of this town.

WHITE Battery, or Castle, on the coast of Chili, in South America. See VALPARAISO.

WHITE Bay, on the starboard side of the first Narrow going up to Cork Harbour on the S. coast of Ireland, bounded by Roche's Tower, and Prince Rupert's Fort. See CORK.

WHITE Bay, round the S. side of South Negril Point, being the westernmost land of the Island of Jamaica in the West Indies.

WHITE Bay, another bay so called, to the westward of Point Morant, at the S. E. extremity of the Island of Jamaica in the West Indies, along the S. coast, between Little Sandy Bay and Sedgy Bay.

WHITE Bay, in the Machigonis River on the E. coast of Newfoundland Island, the N. point of which is Cape d'Argent.

WHITE Bay, on the coast of Kerguelen's Land, or Island of Desolation in the Southern Indian Ocean, between Point Pringle and Repulse Bay. See KERGUELEN.

WHITE BEAR Bay, is N. by E. from the N. W. end of Hudson's Straits in North America, and E. S. E. from Lord Weston's Islands.

WHITE BOOTH Road, a noted place for ships frequenting the River Humber, on the W. side of the Foul Holm sand, and N. W. from Staningborough Flat on the S. W. shore of the river. When Ottringam Tower on the Yorkshire or N. E. land, between 2 and 3 miles within land, is on with the clumps of trees or Saltwood, on the point of that shore, a ship will enter this road, and have 8 or 9 fathoms, keeping about a mile or half a league from the S. W. shore. To the N. W. the same trees brought in with Patrington Church, nearly at E. is also a good station in this road, in 7 fathoms about half a league from the S. W. shore.

WHITE

WHITE Cape, or **Caldero**, on the N. coast of South America, for which see **CALDERO**.

WHITE Cape, or **Blanco**, on the W. coast of New Mexico, is 20 leagues to the N. W. from **Herradura**, and is high land on the side next to the sea, but slopes away on the land side, and forms a table up towards the mountain, so as to make like an island from off sea at a distance. It lies in the lat. of 10 deg. N. and is known by a small nameless island which lies close to it, on the top of which is a large black spot; this, though it looks black at a distance, is occasioned by some trees that are very thick, but always verdant. This cape bears with the **Island Canoe**, at N. W. by W. and S. E. by E. and with **St. Luke Island** at N. E. by N. and S. W. by S. being about 9 leagues from each. It is 10 leagues N. W. from hence to **GUIONES**, which see.

WHITE Dyke, a shoal which lies about three-quarters of a mile from the pier head of **Ramgate Harbour**, about W. N. W. half N. which is avoided by keeping **Ramgate mill** on the said pier head.

WHITE HORN Bay, on the N. coast of the **Island of Jamaica** in the **West Indies**, is a little to the eastward of **Mumby Bay** and **Great Laughland's River**, and to the W. of **Little Laughland's River** and **St. Ann's Harbour**.

WHITE HORSE Cliffs, on the S. coast of the **Island of Jamaica** in the **West Indies**, is to the E. of **Great Point Pedro**, or S. W. point of the island, and a little to the W. of **Little Point Pedro**. The **May Day Hills** come down from the N. westerly nearly to the coast.

WHITE HORSE Cliffs, on the S. coast of the **Island of Jamaica**, in the **West Indies** is to the eastward of **Beacon Point** near **Salt Pond Bay**, between it and **White Point**. They all lay to the eastward from **Port Royal** about 6 or 7 leagues.

WHITE Cliffs, on the S. coast of the **Island of Jamaica** in the **West Indies**, are about 4 or 5 leagues to the eastward of **Port Royal**, and to the westward of **Beacon Point** and **Yallah Bay**.

WHITE Island, on the N. E. coast of **New Zealand**, to the northward of **Cape RUNAWAY**, which see.

WHITE Castle or Battery. See **WHITE Battery**.

WHITE House, to the N. W. from **Bannister's Bay**, on the S. W. coast of the **Island of Jamaica** in the **West Indies**.

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It is to the westward of **Scot's Cove** between it and **Hall's Bay**.

WHITE Nefs, on the coast of **Kent**, near the **North Foreland**, is between **Fore Nefs** and **East Nefs**, but nearer to the former, and in the direction of S. E. from it.

WHITE Point, on the coast of **Nova Scotia** in **North America**, is about 3 leagues to the S. W. from **Cape Canso**, or the S. point of **Port Canso**. There is an island off the point that shelters **Bar Haven**. **Green Point** is to the S. W. of it.

WHITE Point, on the coast of **Cape Breton Island** near the land of **Nova Scotia**, is about a mile to the S. W. from **Black Cape** near the harbour of **Louisbourg**, and the E. point of **Gabarus Bay**. See **LOUISBOURG**.

WHITE Point, to the eastward of **White Horse Cliffs**, about 7 leagues E. from **Port Royal** in **Jamaica**.

WHITE POINT Hill, in the **North Pacific Ocean**, on the coast of **Asia**, on a part that is very dangerous, is the most remarkable mill on the coast, and the most southerly land that ships will usually see on sailing through that part of the ocean. Its lat. is 35 deg. 20 min. N. and long. 140 deg. 26 min. E. The current about 13 leagues to the eastward of this point sets 3 miles an hour in the direction of N. E. by N. and still more the nearer to the land, but less the farther from it.

WHITE River, of which name there are three in the **Island of Jamaica** in the **West Indies**.

One of these is on the N. about midway between **St. Ann's harbour** to the westward, and **Galina Point** to the eastward, and between **Ocho River Bay** and the **New River**. Another of them is a little to the westward of **Spanish River**, on the N. E. part of the island, between **Sam's River** and **Buff Bay River**, and opposite to the mountains near **Crawford Town**. The third is at the E. end of the island, a little to the S. of **Mancha-neel harbour**, having **Savannah Bay** near it on the N. side and **Hector River** on the S.

WHITE Rock, on the W. coast of **New Mexico**, between which and **Salagua** is the fort of **San Toga**. There is a little headland at 6 leagues to the N. W. from it, which at a distance looks like an island, being all craggy next the sea, and having a little rock close by it that looks like a sugar-loaf. See **SALAGUA**.

WHITE SAND Bay, is a sandy bay
4 A to

to the N. of the Land's End, where ships may anchor in from 12 to 6 fathoms water, and in good ground; and may pass into or out of it to the northward of the Long Ships without danger.

WHITE Sea, a bay of the Frozen Ocean so called on the N. of Russia, situated between Russia, Lapland, and Samojede. The town of Archangel is at the bottom of it. See **ARCHANGEL**.

WHITE's Bay, on the coast of Newfoundland Island, is in lat. 50 deg. 17 min. N. and long. 56 deg. 15 min. W.

WHITE's River, on the N. E. coast of Jamaica, is near the W. limit or boundary of Port Antonio, and the western opening into a considerable gulf or inlet, having Merry Island to the N. of it, not far from the main.

WHITEHAVEN, is a port town of Cumberland, situated on a bay, and having a large commerce from the vast collieries that are contiguous to it, and carried on to a very considerable depth under the bed of the sea. It received its name from the white cliffs that are near it, and that serve to shelter the harbour from tempests; which harbour is artificial, and has a long pier. This town is of modern date, having no more than 6 houses and a fishing boat in 1566, though it has now at least 16,000 inhabitants. A fleet of 200 sail of ships frequently goes from hence to Dublin laden with coals, after contrary winds or in time of war, besides others that are bound with merchandise for Chester, Bristol, and other ports. It is next to Newcastle in the coal trade; and ranks after Liverpool and Bristol on the W. coast of England for general commerce. The coast is very uncertain from the shifting of the sands, so that pilots must be taken for sailing along it, and frequently these are procured at the Isle of Man or other places on the coast. It gives constant employment to 300 ships. It is in lat. 54 deg. 25 min. N. and long. 3 deg. 20 min. W. and has high water on full and change days a quarter past 11 o'clock. From this port by a late act of parliament (1795) 700 men are to be sent for the use of his majesty's navy.

WHITEHAVEN Cove, on the S. W. coast of the Isle of Wight in the English channel, is towards the W. part of Brixton Bay near the village of that name.

WHITFORD Point, on the coast of

Glamorganshire, is the extreme N. W. point of the county, and the S. point of the entrance into a deep bay or inlet, which separates it from Carmarthenshire, at the mouth of a river. It may be deemed an arm of the sea, on the N. shore of which Lanelly is situated.

WHITING Bay, a shallow bay so called, a little to the E. of the opening or entrance into Youghall on the S. coast of Ireland, betwixt that and Ardmore Head and Bay.

WHITING's EYE Lights, on the coast of Norway, are in lat. 59 deg. 5 min. N. and long. 6 deg. 7 min.

WHITING Sand, a small long sand so called, to the southward of Orford Ness on the coast of Suffolk. The S. end of it lies farther from the main than the N. end, on which there is not more than 5 or 6 feet at low water. Ships that come from the northward usually sail through between this sand and the main, towards the Naze on the coast of Essex; but they may also pass on the E. side between it and the Bawdsey Sand. The S. end of the Whiting lies at N. W. or N. W. by W. 2 miles from the S. end of the Bawdsey Sand; between them is the small sand called Kettle Bottom. The N. end lies from the light-house on Orford Ness at S. by W. or S. S. W. This sand is so exceeding steep and sharp, that there will be 9 fathoms at one cast, and but 5 at the next, within a ship's length of it; and when the ship grounds before, there will be 5 or 6 fathoms astern. It is so very steep on the inside, that it cannot be sounded, but ships may run along it on the outside in 5 fathoms. In coming from the northward, to sail within the Whiting, run along by the shore, and then S. W. about by the point of Orford Ness, till the steeple of Orford church bears N. W. when the ship will be thwart of the N. point of the sand. The course then may be at S. W. by S. towards Bawdsey Cliff, and when a ship is at the W. end of it in 4 fathoms, Hoofly steeple will bear W. half N. Its length is about 5 or 6 miles from S. W. by S. to N. E. by N.

To go to the northward within it, after passing the Ruff Buoy, run through the Sledway at N. by E. half E. with Orford church on a barn or store house by the beach, until Felster church and trees are shut in, and Alderton church, which

which is N. of Bawdsey, bears about W. by S. and then run E. N. E. half N. between the Whiting and the beach. In turning come no nearer to the Whiting than 7 fathoms nor to the beach than 5 fathoms, the channel being about half a league broad. The spit of the land lies half a cable's length within the white buoy of the Whiting, and is shoal; and with a sufficient birth to the buoy, run out E. by N. half N. from it to avoid the Onion, a knoll on the beach so called near the lights. The channel between the Whiting and Bawdsey is upwards of 2 miles broad, in 8 fathoms, and shoals regularly on each side to 5, 4, and 3 fathoms, lying the same as the Whiting. See KETTLE BOTTOM and ROWLING GROUNDS.

WHITLAND or WHITSAND, at the W. end of Cornwall. See WHITE SAND Bay.

WHITSAND Bay, at the extreme W. part of Pembrokeshire in Wales, is to the southward of St. David's Head, and to the N. of Ramsey Island.

Having referred to this article for an authentic relation of the new light-house on the Long Ships, we shall observe that from the scale published by the Trinity House of London, the middle point of the Land's End is scarce a mile and a quarter from the largest rock at E. a very little northerly. Most of the Long Ships Rocks are within it to the S. E. There are some other rocks to the E. and E. N. E. and more northerly. It is 3 miles and a quarter from the southernmost point of the Land's End, or Point Tol Pedan Penwith, on which is a beacon, at N. W. three-quarters W. nearly; and from Cape Cornwall or the northernmost point of the Land's End it is 4 miles to S. S. W. nearly. It is also distant from the Brissons Rocks, not far from Cape Cornwall, about 3 miles and a quarter at S. by W. half W. from the Rundle Stone off Tol Pedan Penwith 3 miles and 7 furlongs about N. W. from the Wolf Rock at N. N. E. quarter N. distant 7 miles and a half; and from St. Agnes light-house E. N. E. 8 leagues.

As the westernmost rock of the Long Ships is only about half a cable's length from the light-house, any birth greater than that to the westward will carry a ship clear of all the rocks; this will be readily judged by the bearing of the light-house, observing only that in coming from the S. W. the line of the Wolf

Rock must be avoided, by keeping to the eastward or westward of it, bearing N. 18 deg. and a half E. on a line through the Long Ships within the Brissons, between them and Cape Cornwall. To sail without the Brissons, two high and bold rocks or small islands, either northward or southward, keep the light-house at S. by W. or more southerly. The variation of the compass here in May, 1795, was 25 deg. 30 min. W. The lat. of the Long Ships is also 50 deg. 4 min. and a half N.

WHITSUN Island in the South Pacific Ocean, is about 4 miles long and 3 broad, and surrounded by breakers, so that a boat cannot land. Its lat. is 19 deg. 26 min. S. and long. 137 deg. 56 min. W. and in the year 1767 had 6 deg. of E. variation.

WHITSUNDAY's Passage, on the N. E. coast of New Holland, is between Cape Conway and Cumberland's Islands in the direction of N. by W. half W. being from 3 to 7 miles broad, and 8 or 9 leagues long. The whole of this passage may be deemed a safe harbour, exclusive of the small bays and coves on each side, the land on both sides being high. The flood-tide to the northward of this passage, where there are no inlets to occasion an indraught in any other direction, sets to the N. or N. W. with the coast.

WHITSUNTIDE or WHITSUN Island, one of the New Hebrides in the South Pacific Ocean, is about 33 miles in length from N. to S. and from 8 to 10 miles in breadth; and is about a league and a half to the S. of Aurora Island. Its lat. is 15 deg. 45 min. S. and long. 168 deg. 20 min. E.

WHYDAH. See WHIDAH.

WIAPOCO, or LITTLE WIA, is an outlet or arm on the W. side of the river of Oroonoko on the N. E. coast of South America. Like the other rivers it branches every way, and is navigable every way. It goes in much like that of Arrowary, and after sailing 4 or 5 leagues up the Arricary, there are 6 small islands, directly opposite to which is this river. To go into it, keep the Hill Caripe right a-head, and run into 3 or 4 fathoms water; and there drop anchor in soft clay ground, but here are few inhabitants.

WICK, a sea port of Scotland in Caithnessshire, to the S. of Nose Head, in lat. 58 deg. 30 min. N. and long. 3 deg. 2 min. W.

WICK, on the coast of Holland, is a mark for sailing along either to the N. or S. It has a square tower steeple, and is 3 leagues to the N. of Santford. Thwart of it, a little to the northward, the high spire steeple of Beverwick is seen within the land. It is 3 leagues from it to Egmont, where is a large tower steeple that appears like a sail, on a sand hill. This, and some others of the high steeples on this coast, are seen 5 leagues from land, before the sand hills on the shore appear, upon the S. end of the Broad Fourteens in 14 or 15 fathoms. See CAMPERDOWN.

Cape WICK or WYCK, otherwise called INGLEMARE, on the N. coast of France, and is a mark for sailing along westward from Cape Barfleur to Cherburgh. By keeping the high land of Cherburgh without this point, a ship will pass clear of the foul ground which lies off to the westward of Point Barfleur.

WICKLOW, on the E. coast of Ireland, is at N. by E. from Wexford, having Arklow between them. To sail without the sands, steer N. N. E. not more northerly, to avoid the Grounds, which are 3 leagues from land off Wicklow, though scarce a league from shore to the southward. To sail through the banks thwart of Wicklow, keep the castle open with the point, and therewith run boldly in or out; or the point of land, a league to the northward of Wicklow, kept on the high hill within land, called the Sugar Loaf, will take a ship in between the sands in 8 or 10 fathoms.

Within the sands, Mizen Head, which appears black, is about a league and a half northward from Arklow, having 8 or 9 fathoms and good anchorage all the way between them; and from Mizen Head to Wicklow Head is 3 leagues more. Beware of the Wolf Rock close by the shore, a mile to the southward of Wicklow Head, being above water at half tide. The Horse Shoe, a rocky sand, is also to the southward of Wicklow Point, and somewhat farther out. Keep without it, by keeping Bray Head open of Wicklow Head, or the high inner land above the land of Wicklow, in 5 fathoms. Wicklow Point is steep and stony; and a ship will be right against it, when a little chapel, standing on a small hill with a double top, can be seen through the saddle of the hill. The town lies to the northward of the point in the bay, which has a small and narrow haven with

10 feet water at the flood; but the ground in the bay is too hard to hold an anchor, though it is a little better farther out towards the banks. Its light-house is in lat. 52 deg. 58 min. N. and long. 6 deg. 43 min. W. and a rock, instead of a castle, stands over the harbour. Bray Head is 4 leagues northward from Wicklow.

WIDDY Island, in Bantry Bay, near the S. W. part of Ireland. See WHIDDY Island.

Cape WIDEAPOCK, the N. E. limit of Bonthain Bay, which see.

WIEGATE. See WAIGRATS and WEYGATE.

WIERINGEN Island in the Zuyder Zee, on the coast of Holland, is nearly in the midway between the S. W. end of the Texel Island and the town of Medenblik on the western shore of that sea, in the direction of S. E. by S. and N. W. by N. nearly, and about 3 leagues northward from the latter. It is sometimes called VIERINCEN. It lies nearly in the direction of N. E. and S. W. being of an oval form, but little more than a league and a half in length, and about 2 miles in breadth. But it has a flat or sand which runs out a long way to the northward towards the Texel or Capeveader's Road; instructions for avoiding which have been already given.

WIGHT Island, in the English Channel, is a part of Hampshire, being about 23 miles in length from E. to W. and 13 from N. to S. where broadest. Of Bembridge Point on the E. and the Needles on the W. with Cowes on the N. and Catharine's Point on the S. we have already taken particular notice; and all the other points and bays, with directions for sailing round on all sides, are distinctly attended to in this work.

WIGTON Bay, on the N. shore of Solway Frith, or coast of Scotland, is a deep inlet of the coast, but not so large as Glenluce Bay which lies to the W. of it. The town of its name overlooks the bay, being situated on a hill, and on its S. side are the remains of an ancient castle. Its lat. is 55 deg. 0 min. N. and long. 4 deg. 43 min. W. It is required by act of parliament (1795) to furnish 25 men for his majesty's navy.

WILBAERT'S Sand, on the coast of Flanders, is in the channel between Cam's Bank and the main, and is about S. W. from the Splinter, and to the westward of Dunkirk. There is only 2 fathoms upon it,

it, but from 10 to 12 fathoms after passing it; and the mark for being thwart of it, is to get Borbuch Steeple in the valley of the land hill.

WILLET's Bay, at the N. W. end of the island of St. Kitt's in the West Indies, has Mafshoufe Bay to the eastward, and Archer's Gut and Cooper's Bay to the S. W.

WILLET's Gut, on the S. W. coast of the island of St. Kitt's, is between Bloody Point to the westward and Palmeto Point to the eastward. Digby Bay is close to it on the E.

Fort WILLIAM, in Scotland, is required by act of parliament (1795) to raise 11 men for his majesty's navy.

King WILLIAM's Cape, the eastern extremity of New Guinea, in the Eastern Indian Ocean, is in lat. 6 deg. 45 min. S. and long. 148 deg. 5 min. E. The land trends one way from it at S. a little W. and the other way to the N. W. and W. From this cape to Cape Ann on the coast of New Britain Island is 12 leagues at E. N. E. being the S. W. point of that island.

Prince WILLIAM's Islands of Tasman, are concluded to form a part of the extensive group called Friendly Islands in the South Pacific Ocean, and in some charts called Helmskirk's Banks.

St. WILLIAM's Point, on the E. coast of Newfoundland Island, is the S. S. W. point of Green Bay, and to the N. E. of Claune Point and Salmon Point.

King WILLIAM's Sand, in the Irish Sea, lies about 6 leagues in length at N. W. by W. on the S. end of which is 11, then 9, 7, 6, 3, 2, 7, 8, 9, and at the N. W. end 12 fathoms. Its S. E. point is about 5 leagues to the S. W. from St. Bees Head on the coast of Cumberland, and the N. W. point is 2 leagues to the E. from the N. point of the Isle of Man.

Prince WILLIAM's Sound, is on the N. W. coast of North America, its E. point being in lat. 60 deg. 19 min. N. and long. 146 deg. 53 min. W. and the W. point or Cape Elizabeth, which is also the E. limit of Cook's River, in lat. 59 deg. 10 min. N. and long. 152 deg. 15 min. W.

WILLIAMSTADT, is a well frequented port of Holland, on the Meuse, near Buttersdijet or Holland Diep, in lat. 51 deg. 45 min. N. and long. 4 deg. 30 min. E. Its harbour, though good, is

dangerous to be entered at some seasons of the year.

WILLINGTON Rocks, on the coast of Sussex, are near 2 leagues to the S. S. E. nearly from Beachy Head; but they are well under water.

WILLIS Island, near the N. W. end of South Georgia in the South Atlantic Ocean, is in lat. 54 deg. 0 min. S. and long. 38 deg. 30 min. W. and has Bird Island to the N. of it.

WILLOUGHBY Bay, near the S. E. part of the island of Antigua in the West Indies, is near 2 leagues to the southward from Green Island at the E. end of the island. This bay has a very wide mouth of almost a league across, but more than two-thirds of it is blocked up with a sand or shoal that stretches from the N. E. point directly towards the S. W. point, from which also there is another shoal runs off with an island in it, as if it would meet the first and block up the harbour. But there is an open channel between them, capable of admitting ships of good burden; and also good riding within almost every where, except in the very entrance. There is a little shoal, called the Horse Shoe, on the larboard side; but it is above water, and plainly to be discerned at all times by the rippling of the sea.

WILL's Cove, on the N. E. side of the isthmus of the island of St. Kitt's in the West Indies, to the eastward southerly from North Friar and Little Friar Bays.

WILMINGTON, within Cape Fear River, on the coast of North Carolina, in North America, is situated at the fork or point of the branches of the said river, about 5 or 6 leagues from its influx into the ocean.

WINCHELSEA, on the coast of Sussex, was formerly a cinque port, about 3 miles from Rye, the privileges of which it still retains, though it has long been deserted by the sea. In the mid-channel between Winchelsea and the coast of France, both shores may be seen in 26 and 27 fathoms. The town is in lat. 50 deg. 58 min. N. and long. 40 min. E.

WINCHELSEA Island, in the South Pacific Ocean, is about 10 leagues at S. by E. from Sir Charles Hardy's Island, and appears like 3 islands. See HARDY's Island.

WINAEM, on the coast of Friesland, a mark

a mark for finding the buoy upon Schuyte Sand in the Zuyder Zee.

WIND Hill, at the Cape of Good Hope, is so called, because it is said always to blow very hard there. It is not far from the Table Mountain.

WINDWARD Passage, a name given to a course from the S. E. angle of the island of Jamaica in the West Indies, and extending for 160 leagues to the N. side of Crooked Island in the Bahamas. Ships have often failed through this channel from the N. part of it to the island of Cuba or the gulf of Mexico, notwithstanding the common opinion, on account of the current, which is against it, that they keep the Bahama shore on board, and that they meet the wind in summer for the most part of the channel easterly, which with a counter current on shore pushes them easily through it.

WINDWARD Point, in the island of St. Kitt's in the West Indies, is the E. point of Sand Hill Bay, near the eastern extremity of the island, being only about 2 miles to the W. N. W. from St. Anthony's Hill Point.

WINFLEET, on the coast of Lincolnshire, a mark for a shoal a little past Ledger Nefs, in Boston Deep. It is in mid-channel, but somewhat nearest to the Long Sand; and when the trees on the point to the southward of Winfleet come into the second valley of the high land within Winfleet, a ship will be right thwart of the shoal, and must edge to one side or other. But it is widest rather towards the shoal, and a ship may keep the soundings of the shoal boldly, and run S. W. along by it, until Boston steeple comes over the flat steeple of Butterwyke in a wood.

WINGO Island on the coast of Sweden, is 4 leagues to the S. of Calf Sound, where ships take pilots for Gottenburgh one way and Bahus the other.

WINGURLA Road, on the coast of Golconda, is in lat. 15 deg. N. and is a large village. There is good anchorage, and ships bound to Persia wood and water here.

WINHEAD Rock, on the coast of Cornwall, is a great rock above water to the N. E. from the Deadman about a league and a mile from the nearest shore. Small vessels, if acquainted, go within it; but it is dangerous to strangers.

WINIPISSIOKET Pond, on the New Hampshire coast in New England, in

North America, is one of the noted bays of that coast.

WINTER Harbour, on the coast of New England, is to the S. W. of Casco bay, which see.

WINTER Rock, in Plymouth sound, has a buoy upon it, and lies about E. N. E. from St. Nicholas Island almost half a mile, in a line nearly to the Cocker Rock. There is only 11 feet upon it at low water. See **PLYMOUTH Sound**.

WINTERTON Nefs, on the coast of Norfolk, is nearly the extreme E. land of England, and to the N. from Yarmouth. The coast from hence along the N. part of Norfolk trends away westerly and W. Directions have been given for avoiding the sands near this coast, which are, the Haseborough, Middle, Sea Dogs Heads, and Newark, with Winterton Overfalls that lie to the eastward of them all. See **HASEBOROUGH, MIDDLE, &c.** Observing these directions; it must be added that ships may run between the Nefs and the main, and have 3 fathoms water at half flood; and without the Nefs is a channel between it and the Middle Ground. To go through, bring the two small light-houses into one, and keep the great light-house S. though this channel sometimes alters. The lights are in lat. 53 deg. 2 min. N. and long. 1 deg. 17 min. E. and it is high water there on full and change days at 9 o'clock.

WINTHROP'S Bay, on the N. coast of the island of Antigua in the West Indies, is in a bight of the coast trending in towards the deep gulf of Parham Harbour, on the starboard side going in, the island called Long Island being on the larboard. The small island of Maiden Island at S S. W. from Long Island is due E. from the S. E. point of this bay.

WINYAH Harbour, on the coast of South Carolina in North America, for which see **WACKAMAW**.

WINYAN River, probably the same with **WINYAH**, about 25 leagues from Ashley River, and capable of receiving large ships.

WIRE Island, one of the small islands of the Orkneys, which, with those of Eglesha and Rowsay, form the road of Wire Sound.

WIRENGER'S Bay, on the coast of Cambodia in the Eastern Indian Ocean, is 6 leagues from Point Pitto or the Cape

of Good Hope, and 40 leagues to the S. W. from Amoy.

WIRE Sound, a good road so called amongst the Orkney Islands. To go into it from the eastward, run into Stronfa Frith (see STRONSA) between the Mulhead and Stronfa, keeping over to Shapinsha, which leave on the larboard, and sail between it and Green Island. Then go in between the 3 islands that form the sound. See **WIRE Island**. There is no danger, even in turning in with the tide, only that from the S. end of Eglefha Island about a mile off are some rocks that must be avoided. Bring St. Agnes Church at N. E. or E. N. E. and anchor in from 6 to 9 fathoms. There is but little tide in this road. There is a narrow channel out at the N. end of the sound between Rowfay and the small island of Skoknesholm, having 4 fathoms, keeping in the middle; but the best passage is out at the S. end of Eglefha, and so sail out at Westra Frith.

WISBY, a sea port town of Sweden in the island of Gothland, having a harbour defended by a castle. It has received much damage from the sea, and is situated on the side of a rock, in lat. 57 deg. 36 min. N. and long. 18 deg. 41 min. E.

WISDIKE Shoal, on the coast of Germany, is to the N. of Phanu Island, and to the N. of that is the hill of Luyfberg. See PHANU.

WISHART's Island, in the Eastern Indian Ocean, is to the N. of Slinger's Bay, in lat. 2 deg. 20 min. S. and long. 150 deg. 55 min. E. and is 6 leagues in extent from N. to S. There is an island on its N. E.

Cape WISSARIONOVA, in the Azoph Sea. See BESSARONOVIA.

WITCHARN Bay, is one of the bays within the Great Sound in the Bermudas Islands, in the North Atlantic Ocean, situated at the E. part of the bottom or S. part of the sound, having two small islands before the mouth of it.

WITCHES Island, is on the E. side of Foul Sound, to the N. E. from the S. point of the island of Spitzbergen or East Greenland. There are several small rocks or islands off its S. point, and Hope Island at several leagues distance.

WITCHES Islands, as our seamen call them, or *Jane Hatch WITZHE's Islands*, are 3 islands which lie due S. from the island of Cicier de Mer in the Eastern Indian Ocean, about 50 leagues.

They are so steep, that there are no soundings about them. Two miles W. of them is a rock above water, and 2 miles to the S. W. another even with the water. It is sufficient to say, that they should consequently be avoided.

WITFORD, on the coast of Norway, is to the S. of Hittero Island, and goes in to the N. E.

WITTERIB, is the second of the 3 small shoals or sands off the coast of Holland, and lies thwart of Wick. These are broad and shoal near the land, but grow sharp and deep towards the ends.

WITTING's-EYE Island, on the coast of Norway, is 2 leagues N. of the Veet Rock. See VEET and WHITING's EYE Lights.

South WIXHOLM Island, on the coast of Norway, is 6 leagues from Harmen Head, and 11 leagues from the Pater Nosters, the course being N. and N. by W. There is also the **North WIXHOLM**, both of which lie far within land in a great sound. From the South Wixholm to Acker Sound is 6 leagues at N. W. by W.

WOAHOO Island, is one of the Sandwich Islands in the North Pacific Ocean, about 7 leagues to the N. W. from Morotoi Island. From the appearance of the N. E. and N. W. parts, it greatly excels all the other islands of that group. It presents to the eye in passing it the finest verdure of the hills, with a variety of wood and lawn, and rich cultivated vallies. A bay is formed by the N. and W. extremities, into which a fine river empties itself, through a deep valley; but the water is brackish for 200 yards from the entrance, so that it is very inconvenient for procuring water. It is high land, and contains 60,000 inhabitants, and affords anchorage in lat. 21 deg. 43 min. N. and long. 157 deg. 51 min. W.

WOENS. See SCHUYT Sand.

WOERD, on the coast of Germany, is 9 leagues above Hartingen within the Grawe Deep; for which take a pilot at Phanu Island.

WOLDERCUM. See WORCUM.

WOLF's Creek, on the coast of Labrador, or N. shore of the gulf of St. Lawrence, is beyond Devil's Creek to the W. by S. from Francis River.

WOLF's Rock, near Wicklow, on the E. coast of Ireland. See WICKLOW.

WOLF Rock, off the Land's End of Cornwall, which shews to the extent of 56 yards

yards long and 38 yards broad at low water, is but just discovered at high water on neap tides, and therefore will always shew itself, except at high water spring tides and a very smooth sea. It is very bold all round, and the light-house on the Long Ships will appear a little within the Brissons, at 2 leagues and a half distance at N. 18 deg. half E. the southernmost point of the Land's End, or beacon of Tol Pedan Penwith, will also bear from it at N. 42 deg. half E. at the distance of 7 miles and a quarter. See the account of the Long Ships under the article of **WHITE SAND Bay**.

WOLF Sound, one of the sounds on the coast of Norway between Kirk Sound and the Naze, most of which are loading places.

WOLFENDIKE, an island belonging to Zealand, situated between North Beveland and South Beveland, from which it has been separated by the violence of the sea.

WOLGA River, is a river of Russia which falls into the Caspian Sea.

WOLLIN Island, on which is a town of the same name at the mouth of the River Oder on the German coast within the Baltic. It is 10 miles to the W. of Camin, and in lat. 54 deg. 4 min. N. and long. 14 deg. 39 min. E.

WOLSCHOWA River, which communicates by a canal along near the S. shore of Ladoga Lake with the entrance of the River Neva from the lake.

WOLVES Island. See **LOBOS**.

WOLVES Rocks, in the Bristol Channel, are to the S. E. and S. E. by S. from the point of Cardiff on the coast of Wales, and about a mile at W. by N. from the Flat Holm Island. As they are under water, care must be taken to avoid them.

WOMAN'S Breasts, two high hills so called by English seamen, which appear in approaching Cape Verd on the W. coast of Africa from the northward. The southernmost of them is covered with palm trees; and to the northward of them are other smaller hills, upon some of which are a few trees, but others are bare. The S. side of these two hills is exceeding steep, and from thence begins a shoal that runs along to the very cape itself.

Old WOMAN'S Island. See **BOMBAY Island**.

WOMEN'S Breasts, on the S. coast of Africa, for which see **LOANGO**.

WOOD'S Bay, in Maghellan Straits, at the S. part of the continent of South America, is 5 leagues to the W. of Cape Froward, having Snug Bay between them. It is in lat. 53 deg. 58 min. S. and long. 72 deg. 55 min. W. There is anchorage in tough clay, within Cape Holland to the N. W. with a good depth, if not too near shore. Along the coast, not too near, to the N. E. from Cape Holland near a league is anchorage in tough clay also in 9 and 10 fathoms, and nearer shore only 5 and 4 fathoms.

WOOD'S Mount, is near the entrance of Port St. Julian, on the S. E. coast of South America, in lat. 49 deg. 16 min. S. and long. 66 deg. 48 min. W. When that bears S. W. by W. 3 or 4 leagues the soundings are from 40 to 45 fathoms, sometimes a fine sand, and sometimes soft mud.

WOODBIDGE Haven, on the coast of Suffolk, is at the mouth of Deben River, the town of that name being on the W. side. It is navigable hither for ships of good burden, and has 4 or 5 docks or slips for building ships, with commodious quays and warehouses; and passage vessels go to and from London every week. It goes in at the W. end of Bawdsey Cliff, and is a very good haven, but has a difficult and uncertain bar, on which is no more than 3 or 4 feet depth at low water, and the sand often shifting. Pilots are always in readiness at the cliff; and from hence it is 8 or 9 miles up to the quay, and very safe and deep water, rising at the town 15 or 16 feet at spring tides, and having high water on full and change days between 11 and 12 o'clock. By a late act of parliament (1795) it is required to send 18 men to his majesty's navy.

WOODBIDGE is a good town of East Jersey in North America, situated on a creek within the sound between the main and Staten Island near New York.

WOODY Head, on the coast of New Zealand in the South Pacific Ocean, is in lat. 37 deg. 43 min. S. being a high point that rises easy from the sea, and from which at S. W. half W. is the small island called Gannet Island. Albatross Point is 7 leagues to the S. by W. half W. from it.

WOODY

WOODY Island in the Eastern Indian Ocean, in lat. 1 deg. 46 min. N. and long. 106 deg. 5 min. E.

WOODY Point, on the N. W. coast of North America, is in lat. about 50 deg. N. and long. 128 deg. W. and one of the limits of Hope Bay, as Point Breakers is the other.

WOOLBEACH Sound. See **GRAVELINES**.

WOOLPACK Buoy, in the River Thames, is a red buoy which is only about a cable's length at E. by N. from the E. buoy of the Spell, and lies close to the sand. Between them is the entrance of the Old Channel. The marks for this buoy are, Chiflet Mill on George's farm at S. near 8 deg. W. and St. Peter's church rather to the eastward of the middle of Westgate Bay at E. S. E. See **SPELL** and **HORSE SHOE** Hole. This buoy is the westernmost buoy of the Narrows on the N. side of the channel, and on the W. spit of the Woolpack Sand, and bears from the Reculvers steeple at N. by W.

WOOLPACK Rock, a sunken rock among the Scilly Islands, close by the S. end of the Hugh. See **HUGH**, **STAVENREN**, &c.

WOOLPLAT. See **ROMAN** Pot.

WOOLSHOECK, in the Zuyder Zee, is near the E. shore, and the buoy so called in 4 fathoms. In coming outward from Keeshoeck, the course is first N. W. and then W. N. W. to the buoy of the Schor, Ton, or Elbow, which lies between them, and thence to this buoy N. somewhat easterly. The buoy upon Schieringshal is N. N. W. or a point more westerly according to the wind and tides. See **SCHIERINGSHALLS**.

WOOLWICH, on the Kent or S. shore of the River Thames, is only 11 miles to the E. from London and one of the greatest deposits of ordnance and naval stores belonging to the nation. In point of seniority it is the mother dock of the royal navy; and it has several fine docks, rope yards, and spacious magazines, a foundery for cannon, and a royal military academy. The largest ships ride here in safety at low water. Part of this parish and county is on the Essex side of the river; what is called the Devil's House, formerly a chapel, belongs to it.

WORCUM, on the coast of Friesland in the Zuyder Zee, is 18 miles to the S. W. of Lewardin, and has a harbour, in lat.

53 deg. 0 min. N. and long. 5 deg. 15 min. E. This town is subject to inundations of the sea, especially when the wind blows from the E. and its harbour is blocked up very much with sands, though it carries on a considerable trade by means of its canals. It is 2 leagues and a quarter to the S. S. W. of Bolkwaert, and 9 leagues to the N. from Enchuysen on the opposite shore; it is also 4 leagues and a half to the S. from Harlingen, and 3 leagues to the N. N. E. from Stavereen.

West WORCUM Sand, in the Zuyder Zee, is N. by E. from the W. end of the Creyll, in which direction ships that draw but little water may run over the Broad Sand right to the buoy on this sand; but larger ships must fail for the **FREES PLAT** Buoy, from thence to the **TON** on the bight, and thence to **West Worcum** buoy, which see under those heads. **IGELHOECK** is the next buoy to the northward.

WORKINGTON or **WERKINGTON**, a town of Cumberland, situated on the S. side of the River Derwent, having a good salmon fishery. Its harbour admits coasters of considerable burden, and dilates above the pier, which breaks off the extreme violence of tides by westerly winds, and makes it an easy situation. Large quantities of coals are exported from hence, and in its neighbourhood is a large iron foundery. The coast from Bowness hither is low; but it here becomes high so as to be seen to a good distance. By this distinction, and its vicinity to the Scotch shore, this harbour is known. There is a light-house on the S. side, that is seen a good way off. Its lat. is 53 deg. 42 min. N. and long. 3 deg. 35 min. W.

WORMS Head, on the coast of Wales, is to the S. of Carmarthen, and the E. point of that bay; and **Caldy** Island, which is about 5 leagues to the westward, forms the other limit. There is a very steep sand called **Hellwick**, that lies off from this head, about 4 leagues to the S. W. by W. into the sea, there being a channel of a mile between the sand and the point. This head appears at a great distance, and makes almost like the **Old Head** of Kinsale in Ireland, sloping towards the N. and has in many places chalky spots, by which it is easily known.

WRANGROUGH Island, on the coast of Germany, is 5 miles to the E. of **Spikeroough**, and about 3 miles in length. The

channel of the Wefer opens from this island. See WESER.

Cape WREATH, is the N. W. point of Scotland, and nearly W. from Farout Head; and from hence the coast turns almost due S. on the W. side of Sutherlandshire. It is a place dreaded by mariners, as the tide bursts with incredible fury against its rugged and lofty cliffs. Sometimes it is called **Cape WRATH**, and is in lat. 58 deg. 40 min. N. and 4 deg. 50 min. W. long.

WREN'S Island, one of the small islands or rocks so called near Royal Reach in the Straits of Maghellan.

WRINKLE Port, is to the E. of Looe on the S. coast of Cornwall, near the W. part of Whitland Bay, extending from hence to the Rame Head.

WULLOX Rocks, a range of sunken rocks so called, a little to the northward of Caldy Island on the W. shore of Carmarthen Bay. See CALDY.

WYBRANT'S Eye, a small island so called at the N. end of Scutenels on the coast of Norway, where there is good anchorage under a rock for all winds, and in any depth. The channel between it and the main is not above a ship's length broad; but it is so deep that vessels may pass through safely, only observing that on the E. side of the passage is a little sunken rock, which may be avoided by keeping close to the island. After clearing Wybrant's Eye, the course to the Bommel by the two rocks called the Blocks is N. W. by N. and N. N. W. distant 5 leagues.

WYBURGH, or **WIBURGH**, in the Gulf of Finland, or E. branch of the Baltic Sea, on the N. shore, is a rich trading sea port, belonging to Russia, situated in lat. 60 deg. 56 min. N. and long. 29 deg. 10 min. E.

WYCK, one of the two places on the W. coast of the Island of Oesel in the Baltic, where ships load corn and flax.

WYE River, is a river which rises in Cardiganshire, and either runs through or passes by Radnorshire, Herefordshire, Brecknockshire, and Monmouthshire, then passing the town of Chepstow, discharges its waters into the Severn. See CHEPSTOW.

WYE or **YE**, a river of Holland. See YE.

WYMOA Road, the place of anchorage at Atooi Island, one of those in the North Pacific Ocean, called Sandwich Islands. See ATOOI Island.

WYNUM, a village of Friesland, to the N. of Harlingen, on the E. shore of the Zuyder Zee, the church of which has a tower steeple that is a mark for the buoy of the Middle Ground, which lies S. S. E. from the buoy upon Swanbalgh.

X

XACCA or **SACCA**, on the S. W. coast of Sicily Island in the Mediterranean, is to the westward of Gergentum. It is situated in the valley of Mazara, and has a strong old castle, and a harbour, at the foot of a mountain, being 20 miles to the S. E. of Mazara, and in lat. 37 deg. 41 min. N. and long. 13 deg. 2 min. E.

XAGUA, is a harbour on the S. coast of the Island of Cuba in the West Indies. It is one of the finest ports in that part of the world, and lies between the islands of Pines or Pinez and Spirito Santo.

XAINTES, SANTOS, or **ALL SAINTS Islands**, are two small islands so called on the S. E. side of the Island of Guadeloupe in the West Indies, to which island they belong. The most westerly of them is called *Terre de Bas*, or the Low Island, and the other *Terre de Haut*, or the High Island. There is also a third exactly in the middle. See SAINTES.

XICOCO Island, is an island of the Eastern Indian Ocean, or North Pacific, belonging to Japan, and situated between Nippon and Saikoks.

XIO or **SCIO Island**, in the Archipelago. See SCIO.

XULY or **CHULY**, on the coast of Peru in the South Pacific Ocean, is in lat. 17 deg. 30 min. S. and about 2 leagues at N. W. by N. from Hilo. The River Tomba, where there is anchorage, comes in betwixt them. The little point of Ylay or Ilay is 3 leagues from Xuly to the N. W. and from Xuly to Quilca is 10 leagues in the same direction.

Y

YABAQUE Island, one of the Lucayos or Bahama Islands so named, situated to the S. W. of Meguana Island, in lat. 22 deg. 30 min. N.

YALM River, on the coast of Devonshire, is one of the rivers which rises in Dartmoor, and, after passing Yalampton, falls into the sea at Yalm mouth to the westward of Bighury, and to the S. E. from Plymouth Sound.

YAMBO, is a town on the eastern or Arabian coast of the Red Sea, in the way from Medina to Mecca, having a harbour and a castle. It is in lat. 23 deg. 40 min. N. and long. 40 deg. 10 min. E.

YAMOK, on the E. coast of Asia, is on the W. side of what is called the Phenshinskian Sea, or sea of Ochotsk, bounded by the peninsula of Kamtschatka on the E. and by Tartary on the W. and the Koriacs on the N. It is the only harbour, except Ochotsk, on all the western side of that sea, till we come to the River Amur.

YARE River has but a short course, rising within the county of Norfolk, and running by the city of Norwich, to which it is navigable for barges without locks, falls into the sea at Yarmouth.

YARMOUTH, on the coast of Norfolk, though not so large as Norwich, had more than 1100 vessels belonging to it 60 years ago, besides ships that its merchants were owners of or concerned in at other ports. It is 6 leagues to the N. of Sole Bay, and is the chief rendezvous of the colliers between London and Newcastle. Its roads E. of the town, within the dangerous sands and banks of the offing, are much frequented, though ships have been frequently cast away on those sands. Between 2 and 3000l. a year is expended to keep the harbour clean from sand and mud. It has the whole herring-fishery of the coast, and employs 150 vessels, besides 40 or 50 in the exportation, the numbers taken and cured here being almost incredible. The sea coast for 2 miles each way from the town is nearly a level common, elevated about 2 or 3 yards above high water mark; and from the verdant edge of the common to the sea is a gentle slope, being a deep fine sand with shingles. The tides are uncommonly low, not rising more than 5 or 6 feet, and the distance from high to low water-mark, the shore being steep, is but a few yards; but from high water to the turf of the common it is somewhat farther. Though the harbour will not admit ships of large burden, it is extremely convenient, as the vessels lie in

the river along the handfomest and perhaps the largest quay in the world, except that of Seville; into any of which persons may step directly from the shore, and walk from one to another for a quarter of a mile.

To sail into the haven, which is a mile or more to the S. of the town, run in between the two pier heads, near high water, when the strength of the flood is spent, and along by the S. head where is the deepest water. Thwart of the haven is a channel through the Holms; and to come from the southward or the sea, see LOWESTOFFE, HOLMS, &c. By a late act of parliament (1795) this port is required to send 506 men to the aid of his Majesty's navy. The town is in lat. 52 deg. 55 min. N. and long. 1 deg. 35 min. E. and has high water on full and change days at a quarter before 10 o'clock.

YARMOUTH, on the N. coast of the Isle of Wight, is a small place towards the W. end, where vessels frequently stop when wind or weather will not admit of their going out westward through the Needles. There is good riding before it in 7 fathoms half a mile from shore, out of the run of the tide, which is very strong between the island and main in the fairway.

YARMOUTH, is a small maritime town of New Hampshire, the northernmost division of New England in North America, at the bottom of Casco Bay, and the mouth of the River Royal, about midway between Brunswick and Falmouth.

YARMOUTH Harbour, at the bottom of Barnstable Bay, or southernmost part of Cape Cod Bay, and on the N. coast of the peninsula of Barnstable on the coast of Massachusetts in North America.

YARMOUTH Roads, off the coast of Norfolk. See LOWESTOFFE, &c.

YASOUA, a river of Florida, about 60 leagues up the Mississippi on the E. side of that river, into which it flows after a course of near 300 miles.

YASSA Liman or Lake, on the eastern shore of the Azoph Sea, is bounded on the N. E. by a point in lat. 46 deg. 42 min. N. and long. 40 deg. 50 min. E. being the W. point of a shallow bay; the S. W. point of the entrance into the lake being in lat. 46 deg. 35 min. N. and long. 40 deg. 40 min. E.

YESSALNICKI Cape, on the S. E. part of the Azoph sea, is the W. point of an extensive bay, to the eastward of Kaffa Straits, in lat. 46 deg. 34 min. N. and long. 40 deg. E. and to the eastward of the sands of Zechariah, between which and the cape there appears to be a channel.

YE or **WYE**, a river of Holland which passes by Amsterdam, and comes into the Zuyder Zee, about 2 leagues to the E. of that city.

New YEAR'S Harbour, in Staten Land, at the extremity of South America, is in lat. 54 deg. 49 min. S. and long. 64 deg. 11 min. W.

YELL Island, one of the small islands belonging to the Shetland Islands, to the northward of Scotland. It is situated to the N. of the Mainland, and is 12 miles long and 8 broad, having several good harbours.

YELLOW River, on the E. coast of Asia, is in lat. 34 deg. 6 min. N. and long. 120 deg. 10 min. E.

YERBA Buena, on the coast of Peru, is between the ports of Hilo and Xuly. See **XULY**.

YGELBOECK. See **IGELBOECK**.

YLAY or **ILAY** Port, on the coast of Peru in the South Pacific Ocean, is 3 leagues to the N. W. from Xuly. It is known in coming from Xuly by the volcano of Arequipa which lies to the N. E. 6 leagues within the country.

YLO or **HILO**, on the coast of Peru is in lat. 17 deg. 36 min. S. and long. 71 deg. 13 min. W. See **HILO**.

YMO or **HUMOS** Point, on the coast of Chili in South America, is 7 leagues at N. N. E. from Itata, between which point and the bay of Herradura the sea is so deep for 12 leagues together that there are no soundings, nor any bottom to be found except at the mouths of the rivers, and some few places under shore, where ships come to anchor under shelter of the points and bays on the land side. From this point to the River Maul is 10 leagues to the N. N. W.

YORK Bay, in the Straits of Maghellan. See **YORK** Road.

YORK Cape, the N. E. point of New Holland, in the South Pacific Ocean, consists of a double point, one of which is in lat. 10 deg. 37 min. N. and long. 141 deg. 35 min. E. but the E. cape is in lat. 10 deg. 42 min. S. The land over the E. point and to the S. of it is rather low and flat. Newcastle Bay is

to the S. of it, of which it is the N. N. W. limit.

YORK Fort, in Hudson's Bay, in North America, is in lat. 57 deg. 2 min. N. and long. 92 deg. 47 min. W. and has high water on full and change days at a quarter past 9 o'clock.

YORK Fort, on the S. shore of York River, which branches out to the W. from the Chesapeake, on the coast of North America, directly opposite to Gloucester Point on the N. shore, between which there is 12 and 16 fathoms water.

YORK Islands, are about 4 miles without 3 other small islands near the E. point of York Cape, or N. E. point of New Holland, between which is a strait or passage to Endeavour Straits to the westward. The southernmost of these is the largest, and is higher than the main land, and has good anchorage on its N. side. There are some other low islands, rocks, and shoals, to the S. and S. E. and even to the E. and N. of these.

YORK Minster, on the S. coast of the Island of Terra del Fuego, at the S. extremity of South America, is a lofty promontory, about 19 leagues at E. S. E. from Gilbert's Island. There is a large inlet 2 leagues to the W. of it, and its E. side forms the W. entrance of Christmas Sound. Its lat. is 55 deg. 26 min. S. and long. 70 deg. 25 min. W. See **CHRISTMAS** Sound.

YORK River, on the coast of New England in North America, is to the S. S. W. from Wells Bay, and to the northward of some small islands or rocks lying off the N. point of Piscataqua River and harbour.

YORK River, in Virginia, branches westward from the Chesapeake in North America, on the N. end of the Horse Shoe Sand, and round the small islands on that sand, near the shore, leaving them on the larboard going in to the N. W. and W. Within the sands forming its mouth, the depth varies from 6 to 16 fathoms up to York Fort. It is navigable 60 miles up for large ships, and 30 more for smaller vessels.

YORK Road or Bay, in the Straits of Maghellan, in South America, is E. by S. quarter S. at the distance of 10 miles from Cape Cross tide, and 7 leagues at E. by S. half S. from Cape Quod. Its lat. is 53 deg. 39 min. S. and

S. and long. 73 deg. 52 min. W. The only danger of sailing into the bay, formed by two points in the road, is from a reef that runs off about a cable's length from the western point, which is easily avoided. To anchor here, bring York Point, which is 6 miles at N. W. half W. from Elizabeth Bay, at S. E. and Batchelor's River at N. half E. also the W. point of the bay must be N. N. W. half W. and St. Jeron's Sound at W. distant half a mile from the shore. The water rises and falls 8 feet, but the tide is very irregular. There are 10 or 12 fathoms and soft ground in the bay, to the E. of the rocks, and but 6 contiguous to the S. but in the road it varies from 5 to 9 fathoms.

YORK Town, near the river so called on the coast of New England in North America, is 6 miles only to the N. of Portsmouth, and 26 from Salisbury in Massachusetts Bay.

Duke of YORK's Island, in the eastern Indian Ocean, has been said to divide the channel between New Britain and the S. point of New Ireland, and to be pretty large having some small ones scattered about it, and laid down in some charts of authority under the name of the Isle of Man. Its lat. is 4 deg. 9 min. S. and long. 151 deg. 20 min. E. and 25 leagues from Cape George.

Duke of YORK's Island, in the South Pacific Ocean, about 30 miles in circuit, but has no anchorage. It is in lat. 17 deg. 28 min. S. and long. 150 deg. 16 min. W. and in 1767 had 6 deg. of E. variation. See EIMEO.

Duke of YORK's Island, another island so named by Commodore, afterwards Admiral, Byron, in 1767, in lat. 8 deg. 33 min. S. and long. 178 deg. 16 min. W.

New YORK City, on the coast of North America, is at the bottom of a spacious gulf or bay, which is about 9 miles in length and 4 in breadth. It is situated on a point of land, at the S. extremity of the island so called, formed by Hudson's River on the W. and Long Island Sound on the E. The Narrows, at the S. end of the bay, are not quite 2 miles broad, and open into the ocean; the passage up to New York from the projecting point of Sandy Hook, is about 2.5 miles, and very safe. The usual channel goes between the E.

and W. banks, in 22 or 23 feet water; but an 80 gun ship may be brought up, through a narrow, winding and unfrequented channel between the N. end of the E. bank and Coney Island. This city has no harbour, the ships lying off in the road on the E. side of the town. Its quays are very commodious, and its warehouses large and spacious; and it is frequented by great numbers of ships both employed in trade, and in the fisheries. Its lat. is 40 deg. 43 min. N. and long. 74 deg. 10 min. W. It has been observed, that the sea coast from hence to the southward is all low, flat, and sandy, quite to Cape Florida. See SANDY Hook.

New YORK Island, at the S. extremity of which is the city of its name, is about 14 miles in length and 3 in breadth, and by means of a bridge at the N. end called King's Bridge, it is united to the continent, where the river is about as broad as the Thames at Fulham; it is surrounded by this river on the N. by Hudson's River on the W. and by the E. river on the E.

YOUGHALL, on the S. coast of Ireland, is 6 leagues at N. E. by E. from the mouth of Cork Harbour, and has a very commodious harbour, with a well-defended quay, at the mouth of the River of Blackwater. It is a broad haven, and ships must take care to go in at high water by the E. shore. It goes in at N. and S. but the W. side is sandy ground all along to the town. The little island of Chapple is about a league at S. by E. from the haven's mouth, under which on the E. side is a good road, where ships may come to an anchor and wait till the last quarter flood to go into Youghall. There is 4 fathoms water upon the bank. At the W. point of the haven's mouth lies a rock within it, and about half way to the town is a friary before which ships may ride; or they may edge over to the E. shore, and then run up the river, there being 3, 4, and 5 fathoms within it. From the E. side lies a range of rocks, at least half way over into the haven's mouth, and a little without the rocks there is but 5 or 6 feet water. Dungarvon Haven is 5 leagues to the N. E. between them is an out point, and a little to the eastward of it is Ardmore Head. Dungarvon mountain brought on at N. will lead a ship directly before Youghall. The lat. of Youghall

Youghall is 51 deg. 52 min. N. and long. 8 deg. 22 min. W.

YOUNGOULE, on the coast of Madagascar Island in the Indian Ocean, is the first trading place to the N. of Tullea Bay. This is a very good port, but there is no considerable river, only an inlet or sound, with a bar, on which is only 2 or 3 feet at low water, and 14 or 15 at high water. Boats may go in, therefore, for wood and water, and the bay affords an excellent road for great ships. To procure water, dig wells of 3 or 4 feet in depth. It is high water on full and change days about 5 o'clock, and the tides are very regular. There is good riding here in 9 fathoms and a clay ground, with good shoalings. There is a flat or bank all along shore to the N. E. from Youngoule; but ships may run within it almost all the way.

YSTED, on the coast of Sweden, just within the Baltic, is 8 leagues E. from Elburg or Trelborg, and 11 leagues nearly E. from Falsterborn Point. A shoal lies off from the coast for near 3 leagues along to the E. of Trelborg, so that ships must keep off in from 8 to 9 fathoms at least; but farther E. they may come into 4 fathoms and a bold shore. To go in, shew a flag for a pilot; it is a good river, and a place of trade. From hence it is 3 leagues at S. E. by E. to Goesbeer Point. Bornholm Island bears S. E. by E. 9 leagues from Ysted.

YTATA. See ITA and ITATA.

YUCATAN, or JUCATAN, a large peninsula in the Gulf of Mexico, between the Gulf of Honduras on the E. and that of Campeachy on the W.

YVETTE River, on the N. coast of France, falls into the bay and washes the town of Cherburgh. The channel into it is S. between the two jetty heads, and the water rises 13 or 14 feet at high tides; but the water of the river only remains on the ebb.

YVICA Island, in the Mediterranean Sea, is the smallest of those called the Baleares, for which see Ivica.

YUMA or YUMBA Island, one of the Bahamas in the West Indies, to the northward of the Island of Cuba, being 55 miles in length and 17 in breadth.

YUMBA Bay, a small gulf or opening at the mouth of a river, which falls

into the sea at the S. E. angle of the Island of St. Domingo or Hispaniola in the West Indies.

YUMETO Island, is an island of the Bahamas, lying under the tropic of Cancer, or 23 deg. 29 min. N. and about 37 miles in length. It is N. of Yuma Island.

Z

ZABACH Sea. See PALUS, MÆOTIS, or AZOPH Sea.

ZACATULA, is a small port town of Mechoacan in the North Pacific Ocean, on the W. coast of New Mexico, situated at the mouth of a river of the same name, in lat. 17 deg. 22 min. N. and long. 104 deg. 58 min. W.

ZAFARINES Islands, on the N. coast of Barbary in the Mediterranean Sea, are situated near the main in the bottom of the gulf or bay between Cape Tres Forcas and Cape Hone.

ZAIRE River, is a large river on the S. coast of Africa, that divides the countries of Loango and Congo, and falls into the South Atlantic Ocean in about 6 deg. of S. lat. See SAIR and CONGO.

ZAMBA Bay and Point have been already treated of under the name of SAMBA, which see.

ZANNONE Island, one of the group of small islands in the Tuscan Sea, between the Island of Ponza and the Cape of Mount Circelli on the main.

ZANT or ZANTE Island, an Island of the Mediterranean Sea, about 10 miles S. W. of the Morea, and near the S. side of the Island of Cephalonia, from which it is divided by a channel of about 4 leagues in breadth. It is about 50 miles in circuit, and contains 50,000 inhabitants. The English have a factory and consul here; and a great trade is carried on for raisins, especially those called currants or corinths from their having been first cultivated near Corinth. It is in lat. 37 deg. 46 min. N. and long. 21 deg. 9 min. E.

ZANZIBAR Island, or ZINZLIBAR, is an island of the E. coast of Africa, near Zanguebar, and between that of Pomba and Moncia, with the title of a kingdom,

kingdom, in lat. about 6 deg. S. and long. 40 deg. 5 min. E.

ZAPEZEIN, on the S. coast of the Island of St. Domingo or Hispaniola in the West Indies, between Cavalero Point and Catherine Bay.

ZARA, on the coast of Dalmatia, or N. E. shore of the Gulf of Venice, with which it is almost surrounded and is joined to the continent by a bridge, is one of the best fortified places belonging to the Venetians. Its lat. is 44 deg. 30 min. N. and long. 16 deg. 30 min. E.

ZEA Island, in the Archipelago Sea in the Mediterranean, between which and the Island of Macronisi is the fairway of the passage from Cape St. Angelo, or S. E. point of the Morea, in the direction of N. E. by N. and steering half a point northerly carries a ship through. This passage is more than 3 leagues broad, with a clear sea, and full of shelter upon all occasions.

ZEALAND, which is one of the divisions of the Low Countries, consists of 8 islands, situated in the mouth of the Scheldt. The division of Holland lies to the N. of it, and it has Brabant on the E. and Flanders on the S. The land of these islands is extremely low, which occasions a great expence of banks to keep out the sea; and it produces excellent wheat, and has very rich pastures. They have also a large foreign trade, and exercise themselves in fishing. The land of Zealand may be seen from a ship's deck in 16 fathoms; and it is to be observed, that one-third of the flood tide runs towards the land, and afterwards E. by N. But some accounts say, that the tide, whether flood or ebb, sets more towards the land than the sun, and in the midst of the tide right along the coast, but on the last of the tide it runs to seaward to the N. W.

New ZEALAND, in the South Pacific Ocean, was first discovered by Tasman in 1642, who traversed the E. coast from lat. 34 deg. to 43 deg. S. and entered the strait that divides the two islands. Some of his men were killed by the natives in Murderer's Bay, so that he did not go on shore. Captain Cook sailed round both the Islands in 1770, and found them to extend from lat. 34 deg. to 48 deg. S. and from long. 179 deg. to 166 deg. E. The strait of his name,

between the two islands, is 4 or 5 leagues in breadth, and about the lat. of 41 deg. S. nearly in the middle between the two extrems. The particular Capes and Bays have been noticed under their respective heads.

ZEARN Island, with Doran, on the N. coast of France, are almost 2 miles to the northward of the Tuscees Islands and St. Maude, which are to the N. W. of Brehat.

ZECHARIAH Sands, in the Azoph Sea. See YASSALNICKI.

ZEELAND or **SEELAND**, is the largest and most fruitful island of the Baltic, belonging to Denmark, and situated at the entrance into that sea. It has the Sound on the E. which separates it from Schonen in Sweden; the Islands of Mona, Falster, and Laland are on the S. on the W. is the Greater Belt, a channel so called, which divides it from Funen Island; and the Cattegat or Scaggerac sea is on the N.

ZELANDIA Fort. See SURINAM River.

ZELITO or **ZILTIO** Fort, one of the forts for the protection of the harbour of Carthagena on the N. coast of South America, situated on the main land. Ships come to anchor between the platform of the fort Mansanilha, and this fort, and ride secure from all winds as in a mill-pond, within sight of the city walls. See MANSANILHA.

ZEMBLA NOVA Island. See NOVA ZEMBLA.

ZERTO River, on the S. coast of Florida, in North America, which, with the River Monotanhas, are to the eastward of the River Laofa, and due W. from the great Bay of Spirito Santo, of which Cape Cruz is the westernmost point.

ZETONNI, on the W. shore of the Archipelago Sea, or coast of Greece, is one of the places which have good havens, opposite to the W. end of Negropont Island. Pilots may be had to take a ship in.

ZEZIN, on the coast of Caramania in Asia, or N. shore of the Levant Sea in the Mediterranean, is in the bottom of a bay on the E. side of a peninsula which projects out to the S. about 12 leagues to the E. of Antiocheta, without reckoning the distance round the peninsula. It lies on the W. side of the river which there comes into the sea.

ZIA Island, in the Archipelago, one of the Cyclades so called, situated to the N. of Thermia and to the S. W. of Negropont, and 4 leagues from Cape Colonnii. It is 15 miles in length and 3 in breadth, and is very well cultivated, abounding in barley, wine, and silk.

ZILTIO. See **ZELITO.**

ZINO. See **SWINO.**

ZINZIBAR Island, or **ZANZIBAR**, is about 8 leagues from the main on the E. coast of Africa, and abounds with cattle, good water, and delightful woods.

ZIO Island. See **SCIO.**

ZIRA Island, in the Archipelago Sea; is a moderately large island, situated to the N. W. westerly from Mycone Island and to the E. N. E. from Fermini Island.

ZIERICK ZEE, is a strong sea port town on the S. side of the Island of Schowen, belonging to the division of Zealand in the Low Countries. There are 4 channels into it, all of which have been noted. See **KEEL**, **NEW DEEP**, **ROMAN POT**, and **VELT**. It is in lat. 51 deg. 36 min. N. and long. 4 deg. 10 min. E. and has high water here on full and change days at half past 1 o'clock.

ZIVANCHI, one of the ports on the W. coast of the peninsula of India, to the southward from Bombay Island.

ZOARA, on the N. coast of Barbary, is on the E. shore of the Gulf of Sidra, and nearly due E. from the W. point of that gulf. It is 20 leagues to the W. of Tripoli, and in lat. 32 deg. 45 min. N. and long. 11 deg. 55 min. E. See **SIDRA**.

ZUDA or **SUDA** Port, on the N. coast of Candia Island in the Mediterranean,

and to the eastward of Cape Mallecha. It is a very fair haven, and the best on that side of the island; without which there is a rock, having a castle upon it, and good riding near it in 12 or 14 fathoms, and but a little way off there is from 30 to 40 fathoms; and at some places foul ground. Anchor under the castle, as there is from 50 to 60 fathoms past the rock; but the ground round about the rock is clean and dry, but every where else it is loose and foul. Retimo city is 5 or 6 leagues to the eastward of Zuda.

ZUYDER ZEE, is a large bay or gulf of the German Ocean, between the countries of Holland and Friesland, having before it the Islands of Texel, Fly, and Schelling, which with several large banks of sand, break the rage of the ocean, and form two good harbours or safe roads, one at the Texel, and the other at Fly Island. Of these, the former is separated from the main land of Holland by a very narrow channel, and is a noted station for ships bound to the southward, and the latter for those bound to the northward. Several port towns stand on the borders of this sea, of which notice has been taken under the proper heads. See **AMSTERDAM** and **TEXEL**, &c.

ZUYDHAFTEL, a mark for sailing from the Helder or N. point of Holland towards Wieringen flat in the Zuyder Zee, and for running away to Voogel Sand.

ZWIN River, a name given to that branch of the West Scheldt, which comes into the ocean round the S. side of the Island of Cadfant, on the S. shore of which the town of Sluys is situated.

APPENDIX.

A P P E N D I X.

*** It being of considerable importance, that this GAZETTEER should be as correct and accurate as possible, the Author has thought proper to add, by way of APPENDIX, accounts of such places as may have been accidentally overlooked or omitted in the body of the work; and to make such other CORRECTIONS as appeared necessary.*

B R A

ALDERNEY Harbour is on the N. side of the island. See BRAY.

ARK Island, for which see what is said in this Volume under SARK.

ARM Island. See as before, under SARK.

AZOPH Sea. A few of the longitudes, in the earlier parts of the Alphabet, are reckoned by an oversight from Ferro-Island, and should be diminished by 17 deg. 46 min. the difference of long. from Greenwich to Ferro. These cannot be detrimental to European, especially English navigators.

BLACK Sea. The same remark on the longitudes, as under AZOPH, which see.

BRAY Harbour, a modern Harbour on the N. coast of the Island of Alderney, is about a quarter of a mile to the eastward of the old harbour of Craby. A correspondent informs us that the pier, and some houses there, were raised and built by his grandfather. We are also indebted to the same correspondent for information respecting Ark, Erm, Jethou, Sark, and Brelande's Bay in Jersey. In one of the above houses, he assures us, he was born, and adds, that this port will admit vessels of near 200 tons, but that in a heavy gale they will not lie safe, because the sea breaks over the pier with so much violence as to wash away some of the large rocky stones of which it is formed.

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G O O

BRELANDE's Bay, in Jersey Island, should be wrote BRELADE's Bay, as an Alderney correspondent has observed.

St. CAS. The English landed here in 1758. A typographical error.

CHATHAM Island, discovered during the late voyage of Captain Vancouver with the Discovery and Chatham Brig, in the South Pacific Ocean, in lat. 43 deg. 49 min. S. and long. 176 deg. 35 min. W. This must be about 43 leagues nearly due E. from Banks's Island off the E. coast of the southern island of New Zealand.

CRABY Harbour, on the N. coast of the Island of Alderney, the ancient port of the island, but now (as we have been informed by a native of the island) almost choaked up, and too rocky to afford safe shelter even to fishing boats, which are obliged to be hauled up high and dry.

DUNKIRK. In our account of this port, we gave such information, as appeared to be most interesting, collected, as we supposed, from the most authentic sources. We have since been informed, that it is impossible for any ship of war of considerable burden or draught of water to enter it.

GOODWIN LIGHTS. Since that part of the Work was printed off, containing an account of the Goodwin Sands, the Trinity-House has published di-

rections for sailing by the New Floating Lights which was first placed about a quarter of a league at E. by N. nearly from the N. Sand Head, in about 9 fathoms at the ebb of spring tides. This situation is about 2 leagues and a half at S. E. half E. from the N. Foreland Light, and 4 leagues and a half at N. N. E. three-quarters N. from the lower or easternmost light of the S. Foreland. This light of the Goodwin consists of three distinct lights, in the form of an erect triangle, and the middle one is considerably higher than the two others. A large bell is kept constantly ringing in hazy and foggy weather, when the lights are obscured. Ships from the northward should keep the lights to the westward of S. and run away S. by E. after passing it; and those from the southward should get the lights on at N. by W. somewhat westerly, until they are thwart of them. At N. N. W. from these lights, about half a mile, ships from the northward may anchor safe under the N. Sand Head in 6 or 7 fathoms and clean ground, if wind or tide compel them so to do. To run within the sands from the northward, ships must go in to the northward of the sand at W. N. W. so as to have the Gull stream open till they judge themselves about 2 miles and a half or 3 miles within, when the lights will bear E. S. E. and there anchor in 7 or 8 fathoms. These floating lights make a right angle with the lights of the two Forelands, and with St. Lawrence's Church and the N. Foreland an angle of 23 deg. 41 min. and the westernmost of the S. Foreland lights make an an-

gle at the vessel of 66 deg. 18 min. with the same church. The variation of the compass is stated in August 1795 to be 22 deg. 50 min. W. and the above are real directions. We have just also been informed that the moorings of these lights have been removed a quarter of a mile nearer to the land; for which allowance must be made both as to the preceding positions, angles, and distances.

JETHOU Island, for which see the observations on SARK in this volume.

NAVAL Militia. Some omissions of the quotas of men to be furnished for the use of his Majesty's Navy by different ports of Great Britain, by a late act of parliament (1795) we have collected and arranged here.—The port of Aberdeen (Scotland) is to raise 219 men.—Aberistwith, 69.—Air (Scotland) 33.—Aldborough, 19.—Alloa, (Scotland) 95.—Anstruther, (Scotland) 53.—Arundel, 33.—Campbelton, (Scotland) 125.—Cardiff, 14.—Cardigan, 139.—Carlisle, 10.—Chepstow, 38.—Chester, 25.—Chichester, 56.—Fort William, (Scotland) 11.—Glasgow, (Scotland) 683.—Gloucester, 28.—Gweek, near Helston in Cornwall, 7.—Harwich, 166.—Hull, 731.—Inverness, (Scotland) 40.—Irvine, (Scotland) 131.—St. Ives, 31.—Kirkcaldy, (Scotland) 136.—Kirkcudbright, (Scotland) 19.—Kirkwall (Orkneys) 31.—Leith, (Scotland) 206.—Lerwick, (Scotland) 6.—Martin Island, (Scotland) 6.—Montrose, (Scotland) 107.—Newcastle, 1240.—Newhaven, 17.—Sunderland, 669.

ERRATUM.

VOL. I. Page 116, line 3, for America, read Almeria,



